THE WEEKLY OF BUSINESS AVIATION

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FAA IMPLEMENTING GENERAL AVIATION RESERVATION SYSTEM NEXT WEEK

Federal Aviation Administration, which launched a short-term plan last week in an effort to reduce general aviation flights, will implement a reservation system for general aviation IFR flights this week as a long-term solution to the problem of increasing traffic levels. FAA Administrator J. Lynn Helms also announced, and then discarded within hours, another plan that would have banned all GA IFR flights from some airspace during certain hours of the day.

The plan implemented last Wednesday (Oct. 7) is based on new flow control procedures for GA IFR operations in the New York, Chicago and Cleveland centers. Flow controllers in those centers are establishing hourly quotas for GA IFR departures between 7 a.m. and 9 p.m. local time "that reflect approximately the same level of downward adjustment from pre-strike levels as those applied to airline operations." GA pilots conducting IFR flights will file flight plans in the normal manner and receive their departure delays when they request takeoff clearance. In addition, FAA said it may impose some delays on GA VFR flights through terminal control areas around major airports in the three affected centers and urged pilots to avoid those TCAs of possible.

GAR Plan Will Use FSS Facilities

The General Aviation Reservation or GAR plan being implemented next Monday (Oct. 19) will introduce a completely new system of filing flight plans and providing clearances. Persons desiring to make a GA IFR flight between 6 a.m. and 10 p.m. local time will file flight plans *with* and obtain a departure or en route/pick-up reservation *from* an FAA flight service station at least one hour – but not more than 16 hours – before the proposed departure/IFR en route pick-up time. That system will apply if any segment of the flight will enter airspace controlled by an Air Route Traffic Control Center in the contiguous U.S.

Each of the 20 ARTCCS will establish quotas for the FSS facilities under their control. To ensure an equitable allocation of slots, FAA said the quotas will be based on departure data for fiscal 1980. FSS specialists will approve or disapprove reservation requests on a first-come, first-served basis and take only one reservation request per call. Reservations will be valid for a 30-minute period after the proposed departure/IFR en route pick-up time. If the pilot has not requested clearance or amended the proposed departure/pick-up time prior to the end of that 30-minute period, the reservation will expire. If the reservation expires, a pilot will have to obtain a new reservation through the FSS.

Will The GAR Plan Work?

General aviation interests acknowledge the need to reduce flight activity to reduce delays in the system and permit FAA to cut the work week for controllers to 40 hours. However, they are concerned that the complexity of the GAR system may not alleviate the problems and in some cases may make them worse. One trade association representative who has received FAA briefings on the GAR plan worried that "it may collapse under its own weight." Another trade association official said he had expressed "serious concern about logistics, administration, communication, etc." He said FAA is compressing what would normally require six to 12 months of planning into two weeks.

Despite their misgivings, industry groups were preparing to go along with the GAR plan and were trying

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — SEPTEMBER UNIT SHIPMENTS

Manufacturer		Sept. 81	Cal. Year	Fisc./ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	8	47	59
BE-A24R	Sierra	3	21	32
BE-F33A	Bonanza	2	34	41
BE-V35B	Bonanza	2	19	28
BE-A36	Bonanza	14	129	168
BE-A36TC	Bonanza	9	86	119
BE-77	Skipper	6	75	110
• Multi-Engine				
BE-B55	Baron	0	47	60
BE-E55	Baron	0	11	12
BE-58	Baron	11	76	102
BE-58P	Baron	8	53	73
BE-58TC	Baron	0	9	13
BE-B60	Duke	0	19	25
BE-76	Duchess	3	40	54
BE-C90	King Air	5	49	66
BE-E90	King Air	0	3	7
BE-F90	King Air	8	51	73
BE-B100	King Air	1	15	21
BE-200T	King Air	1	1	1
BE-200	Super King Air	17	144	193
BE-200	Super King Air C	3	33	36
BE-C99	Commuter	1	2	2
Total		102	964	1,295
	Manufacturer's Net Billing - $54,470,215 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700		3	24	35
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	6	23	35
Mark III	Trislander	1	2	4
Total		7	25	39
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		59	503	721
CE-A152	Aerobat	9	29	40
CE-172RG	Cutlass	51	226	338
CE-R172	Hawk XP	0	37	77
CE-172	Skyhawk	187	764	1,037
CE-180	Skywagon	5	23	33
CE-182	Skylane	13	175	293
CE-182	Turbo Skylane	2	35	49
CE-188RG	Skylane	7	70	113
CE-182RG	Turbo Skylane	5	59	119
CE0185	Skywagon	15	127	175
CE-188	AGhusky	11	60	89
CE-188	AGtruck	1	42	51
CE-188	AGwagon	1	8	10
CE-U206	Stationair 6	15	167	223
CE-TU206	Stationair 6	16	192	252
CE-208	Stationair 8	1	34	42
CE-TU208	Stationair 8	1	14	23
CE210	Centurion	12	82	117
CE-T210	Centurion	19	200	284
CE-TP210	Centurion	9	82	123
• Multi-Engine				
CE-310		0	11	32
CE-T310		0	13	30
CE-335		0	16	24
CE-340		10	65	87
CE-402		10	100	134
CE-404	Titan	3	37	71
CE-414	Chancellor	5	62	88
CE-421	Golden Eagle	11	82	113
CE-425	Corsair	9	71	78
CE-441	Conquest	6	42	57
CE-500	Citation I	5	49	59
CE-550	Citation II	9	97	123
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		8	67	76
CE-FA152	Aerobat	0	3	8
CE-F172	Skyhawk	13	79	101
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	11	20
CE-F182	Reims Skylane RG	1	15	16
Total		529	3,754	5,331
	Manufacturer's Net Billing - $78,254,248 (Foreign breakout not available.)			

Manufacturer		Sept. 81	Cal. Year	Fisc./ Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	12	20
AD-My.20	Falcon	2	19	25
AD-My.50	Falcon	4	34	42
Total		8	65	87
EMBRAER				
• Single-Engine				
EMB-200		0	10	10
EMB-201	Ipanema	0	4	16
EMB-710	Carioca (PA-28-235) Dakota	0	5	7
EMB-711	Corsico (PA-28RT-201) Arrow	1	32	59
EMB-712	Tupi (PA-28-181) Archer II	0	8	24
EMB-720	Minuano (PA-32-310) Saratoga	0	10	24
EMB-721	Sertanejo (PA-32R-301) Saratoga	0	9	22
• Multi-Engine				
EMB-110		5	35	51
EMB-121	Xingu	2	11	17
EMB-810	Seneca II	3	27	41
EMB-820	Chieftain	1	4	4
Total		11	155	275
ENSTROM				
• Helicopter				
F28F		1	18	18
F-28C-II		0	5	12
280C		0	10	15
280F		0	6	6
Total		1	39	51
	Manufacturer's Net Billing - $107,126 (Domestic delivery.)			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		1	1	19
Metro IIA		1	16	16
Metro III		2	9	9
Merlin III-C		3	11	11
Merlin III-B		0	7	18
Merlin IV-C		0	5	5
Total		7	49	78
	Manufacturer's Net Billing - $10,452,000 (Foreign breakout: 1 Metro III each to Belgium and Switzerland.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		1	18	29
LR-29		0	1	1
LR-35A		8	65	91
LR-36A		3	4	5
LR-55		1	6	6
Total		13	94	132
	Manufacturer's Net Billing - $41,564,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	53
AA-5/B	Tiger	2	87	122
GR-164	Agcat	0	40	51
• Multi-Engine				
G-47	Cougar	0	1	1
GR-1159A	Gulfstream III	2	17	26
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	5	37	38
AE-980		3	31	46
AE-1000		2	4	4
Total		14	251	341
	Manufacturer's Net Billing - $26,272,480 (Foreign breakout: 1 Model 840 and 980 each; destinations are not available.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	28	38
	(As of August deliveries.)			

Manufacturer		Sept. 81	Cal. Year	Fisc./ Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	43	59
	Manufacturer's Net Billing - $252,834 (Domestic delivery.)			
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	3	4
M-5-210C	Lunar Rocket	0	1	1
M-5-210TC	Star Rocket	1	2	4
M-5-235C	Lunar Rocket	0	19	26
M-6-235		3	12	12
Total		5	37	57
	Manufacturer's Net Billing - $207,806 (Domestic deliveries.)			
MITSUBISHI				
• Multi-Engine				
MU-2L		0	0	1
Solitaire		2	10	11
Marquise		4	21	30
Total		6	31	42
	(Foreign breakout: 1 Marquise to Switzerland.)			
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	17	139	174
M-20K	231	16	123	162
Total		33	262	336
	(Foreign breakout: 1 Model 201 each to Chili, Paraguay and Australia; 1 Model 231 to South Africa.)			
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	16	66	79
PA-23-235	Pawnee	14	23	29
PA-25-260	Pawnee	0	1	1
PA-28-161	Warrior	26	233	296
PA-28-181	Archer II	27	214	288
PA-28RT-201	Arrow IV	3	36	63
PA-28RT-201T	Arrow IV	10	141	191
PA-28-236	Dakota	8	63	94
PA-32-301	Saratoga	2	68	98
PA-32-301T	Turbo Saratoga	3	27	33
PA-32R-301	Saratoga SP	5	94	128
PA-32R-301T	Turbo Saratoga SP	8	88	113
PA-36-300	Pawnee Brave	17	24	28
PA-36-375	Pawnee Brave	8	34	40
PA-38-112	Tomahawk	14	195	226
• Multi-Engine				
PA-23-250	Aztec	2	17	32
PA-31-310	Navajo	2	24	29
PA-31-325	Navajo C/R	4	28	35
PA-31-350	Chieftain	12	123	168
PA-31T-501TI	Cheyenne I	2	36	54
PA-31T-620	Cheyenne II	1	37	54
PA-31T2-620	Cheyenne II XL	7	25	25
PA-42-720	Cheyenne III	5	38	45
PA-34-200T	Seneca II	0	16	88
PA-34-220T	Seneca III	27	264	264
PA-44-180	Seminole	0	7	9
PA-44-180T	Seminole	0	25	35
PA-600A	Aerostar	0	14	24
PA-601B	Aerostar	0	2	3
PA-601P	Aerostar	0	9	24
PA-602P	Aerostar	5	54	54
Total		228	2,026	2,650
	Manufacturer's Net Billing - $32,889,900 (Foreign breakout not available.)			
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	4	38	47
	Manufacturer's Net Billing - $8,000,000 (Domestic deliveries.)			
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		1	11	16
Total		1	12	17
SINGLE-ENGINE TOTAL		709	5,344	7,403
MULTI-ENGINE TOTAL		261	2,419	3,275
HELICOPTER TOTAL		1	39	51
GRAND TOTAL		971	7,802	10,729

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	September			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1981	1980	1979
Beech	102	138	130	964	1,063	1,159	1,295	1,412	1,540
Bellanca	-	3	35	-	97	352	-	185	442
British Aerospace	3	3	1	24	27	18	35	36	30
Britten-Norman	7	2	1	25	25	33	39	42	50
Cessna	529	527	719	3,754	4,828	6,269	5,331	6,939	8,230
Dassault	8	0	6	65	38	35	87	49	45
Embraer	11(7)	40(7)	49(10)	155(60)	276(62)	229(45)	275(94)	459(104)	324(63)
Enstrom	1	5	3	39	36	44	51	36	73
Fairchild	7	9	6	49	63	48	78	85	63
Gates	13	10	7	94	82	74	132	115	105
Gulfstream	14	4	12	251	96	354	341	147	652
Israel	*	3	3	28	25	23	38	29	26
Lake	3	6	9	43	63	68	59	91	91
Lockheed	-	0	1	-	4	7	-	5	9
Maule	5	4	5	37	50	54	57	63	67
Mitsubishi	6	9	8	31	44	45	42	63	62
Mooney	33	29	37	262	258	336	336	361	392
Piper	228	277	440	2,026	2,330	4,351	2,650	3,232	5,773
Rockwell	4	20	18	38	116	122	47	158	158
Short	1	0	0	12	25	18	17	26	21
Total	971	1,056	1,451	7,802	9,332	13,455	10,729	13,178	17,892

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
/Fiscal Year: Oct. 1 through Sept. 30.

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MOST KING AIR WING BOLT INSPECTIONS TO BE COMPLETED THIS WEEK

Beech Aircraft officials expect most operators of the 2,600 King Air aircraft affected by an Oct. 31 emergency airworthiness directive will have complied with that AD and will have their aircraft back in service early this week. The AD, which requires the removal of the lower forward wing attachment of both wings, was issued six days after a fatal crash in Mineral Wells, Tex. in which the outboard section of the left wing separated from an E90. Investigators said the wing section separated because of the failure of the lower forward wing bolt in the left wing *(BA, Nov. 2/137).*

The AD requires the removal and cleaning of all bolts, washers and nuts from the lower forward wing attachment, inspection of each bolt and nut for reddish rust and a visual inspection for pits or cracks. Rusted, pitted and/or cracked parts must be replaced. Bolts and nuts must be baked continuously for 23 hours at 350 degrees Fahrenheit and then subjected to a magnetic particle inspection. Parts being reinstalled must be coated with corrosion preventative compound. Finally, all parts permanently removed from the aircraft must be sent to Beech within three days along with a report on any defects discovered.

The AD covers 2,629 aircraft including certain Model 65, 70, 80, 88, 90, 99 and 100 airplanes built prior to October/November of 1980. A Beech spokesman said the company began late last year applying a corrosion preventative compound to the critical assemblies during the manufacturing process. Aircraft currently equipped with Beechcraft Kits No. 90-4077-1 S or No. 99-4023-1 S or Aviadesign STC SA1178CE or SA1583CE are not included in the AD.

Approximately 541 of the 717 Model 200 Super King Airs in service at that time were the subject of a similar AD early in 1980 *(BA, Feb. 4/36).* That AD also followed the failure of a wing bolt, but the crew was able to make a safe landing near Zanesville, Ohio.

A Beech spokesman told *BA* last week the question of who will bear the cost of complying with the latest AD had not yet been resolved. Beech covered the cost of parts and labor in the 1980 AD on the Model 200 aircraft. The spokesman said the company's principal concern last week was getting the work completed so owners could use their aircraft. He also noted that the aircraft which crashed in Mineral Wells had been delivered to Australia initially and had spent five years there before being reimported back into the U.S., a situation that is causing some delay in obtaining maintenance records.

FORMAL ANNOUNCEMENT OF GO-AHEAD ON ATR-42 EXPECTED

Aerospatiale and Aeritalia officials were expected to announce last weekend an agreement signed Oct. 29 under which the two firms are firmly committed to launching the ATR-42 aircraft program. The ATR-42 is designed for commuter and regional airlines and will carry 42 passengers in the initial version with the possibility of stretched models that will carry up to 54 passengers *(BA, Dec. 8/179).* The French and Italian governments have given their blessing to the joint venture.

The aircraft will be powered by Pratt & Whitney of Canada PW100 (formerly PT7A-2R) turboprops designed to produce about 2,000 shaft horsepower each. Deliveries of the basic 42-passenger aircraft, with a 32-inch seat pitch, are expected to begin in October 1985. Price is $5 million in 1980 dollars. The companies have letters of intent for 50 to 60 of the aircraft from 13 carriers, including some in the U.S. Additional details of the program are expected to be announced at this week's CAAA convention in New Orleans.

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FAA DEVELOPING 'REGULATION BY OBJECTIVE' CONCEPT

Federal Aviation Administration is developing a totally new concept designed to provide more flexibility for operators in meeting necessary safety standards. The new concept, termed regulation by objective (RBO), is designed to develop operating regulations that tell carriers what standards they must meet without limiting them to complying in a particular manner.

The RBO concept was unveiled last week in a speech to the Commuter Airline Association of America convention in New Orleans by Walt Luffsey, FAA associate administrator for aviation standards. Luffsey said current regulations are *"based* on safety objectives but are *written* to stipulate *how* the objectives shall be met. This rigid regulatory concept cannot anticipate every eventuality; neither is it keeping pace with changing technology nor responsive to innovation. The regulatory concept contained in RBO also stipulates safety objectives, the 'what,' but not the 'how,' thereby creating a more flexible regulatory environment by leaving the 'how' open to innovation and a proof of concept approval process."

Luffsey said this new regulatory approach will first be reflected in a proposed regulation "which will substantially incorporate the rules currently contained in FAR Parts 121, 127, 129, 135 and SFAR 38. While this initial effort concerns itself only with commercial transportation," Luffsey said, "it is our intent to explore eventually expanding the concept to cover the entire spectrum of the FARs, including avionics."

Other FAA officials described the RBO concept as a "major new initiative" and "one of the biggest things FAA or any other government agency has ever done." Basically, RBO envisions FAA establishing certain standards for operating procedures "and then it's up to the carriers to come to us and tell us how they plan to achieve those objectives," one official said. FAA is tentatively planning to issue a notice of proposed rule making on RBO in July, but that date could slip.

One official said the RBO concept could allow carriers to realize substantial savings in how they comply with safety standards by permitting them to use innovative methods that are more efficient while providing the same level of safety. However, he noted that RBO "is a very novel concept" and indicated the magnitude of the changes envisioned could generate opposition from the industry just because the idea is so different from the way FAA has operated in the past.

CESSNA CUTTING PRODUCTION RATES, LAYING OFF 1,295 EMPLOYES

Cessna Aircraft said it will lay off 1,295 employes over the next six to eight weeks as part of a production cutback to adjust production rates with product demand. Cessna Chairman Russ Meyer said the company is "reducing our 1982 production schedules of turbine aircraft by 15 percent and piston-powered aircraft by six percent," beginning last Friday (Nov. 13). Meyer said the layoffs will affect approximately 970 employes at the Wallace Division in Wichita and another 325 at the Pawnee Division. Wallace is responsible for construction of the company's larger, more expensive models — including turboprops and jets — while Pawnee concentrates on smaller aircraft models.

Meyer said the company had planned a gradual decrease in production rates to coincide with normal employe attrition and had hoped to avoid major layoffs. "However, continuing high interest rates, recessionary

(Continued on the following page)

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – OCTOBER UNIT SHIPMENTS

Manufacturer		Oct. 81	Cal. Year	Fisc./ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	4	51	4
BE-A24R	Sierra	0	21	0
BE-F33A	Bonanza	3	37	3
BE-V35B	Bonanza	2	21	2
BE-A36	Bonanza	15	144	15
BE-A36TC	Bonanza	2	88	2
BE-77	Skipper	1	76	1
• Multi-Engine				
BE-B55	Baron	4	51	4
BE-E55	Baron	0	11	0
BE-58	Baron	7	83	7
BE-58P	Baron	4	57	4
BE-58TC	Baron	0	9	0
BE-B60	Duke	1	20	1
BE-76	Duchess	1	41	1
BE-C90	King Air	5	54	5
BE-E90	King Air	0	3	0
BE-F90	King Air	5	56	5
BE-C99	Commuter	1	3	1
BE-B100	King Air	1	16	1
BE-200	Super King Air	19	163	19
BE-200	Super King Air C	2	35	2
BE-200T	Super King	0	1	0
Total		77	1,041	77
	Manufacturer's Net Billing - $49,823,368 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700		3	27	3
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	3	26	3
Mark III	Trislander	0	2	0
Total		3	28	3
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		25	528	25
CE-A152	Aerobat	3	32	3
CE-172RG	Cutlass	20	246	20
CE-R172	Hawk XP	3	40	3
CE-172	Skyhawk	68	832	68
CE-180	Skywagon	7	30	7
CE-182	Skylane	4	179	4
CE-182	Turbo Skylane	1	36	1
CE-182RG	Skylane	2	72	2
CE-182RG	Turbo Skylane	2	61	2
CE-185	Skywagon	3	130	3
CE-188	AGhusky	9	69	9
CE-188	AGtruck	2	44	2
CE-188	AGwagon	0	8	0
CE-U206	Stationair 6	4	171	4
CE-TU206	Stationair 6	5	197	5
CE-208	Stationair 8	1	35	1
CE-TU208	Stationair 8	0	14	0
CE-210	Centurion	1	83	1
CE-T210	Centurion	16	216	16
CE-TP210	Centurion	7	89	7
• Multi-Engine				
CE-303	Crusader	2	2	2
CE-310		1	12	1
CE-T310		1	14	1
CE-335		1	17	1
CE-340		4	69	4
CE-402		2	102	2
CE-404	Titan	3	40	3
CE-414	Chancellor	2	64	2
CE-421	Golden Eagle	2	84	2
CE-425	Corsair	13	84	13
CE-441	Conquest	7	49	7
CE-500	Citation I	6	55	6
CE-550	Citation II	13	110	13
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		5	72	5
CE-FA152	Aerobat	0	3	0
CE-F172	Skyhawk	2	81	2
CE-FR172	Hawk XP	0	5	0
CE-F182	Reims Skylane	0	11	0
CE-F182	Reims Skylane RG	0	15	0
Total		247	4,001	247
	Manufacturer's Net Billing - $72,811,396			

Manufacturer		Oct. 81	Cal. Year	Fisc./ Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	13	1
AD-My.20	Falcon	2	21	2
AD-My.50	Falcon	3	37	3
Total		6	71	6
EMBRAER				
• Single-Engine				
EMB-200		1	11	1
EMB-201	Ipanema	0	4	0
EMB-710	Carioca (PA-28-235) Dakota	1	6	1
EMB-711	Corisco (PA-28RT-201) Arrow	1	33	1
EMB-712	Tupi (PA-28-181) Archer II	2	10	2
EMB-720	Minuano (PA-32-310) Saratoga	1	11	1
EMB-721	Sertanejo (PA-32R-301) Saratoga SP	0	9	0
• Multi-Engine				
EMB-110		4	39	3
EMB-121	Xingu	1	12	1
EMB-810	Seneca II	2	29	2
EMB-820	Chieftain	0	4	0
Total		13	168	13
ENSTROM				
• Helicopter				
F28F		1	19	1
F-28C-II		1	6	1
280C		0	10	0
280F		0	6	0
Total		2	41	2
	Manufacturer's Net Billing - $216,125			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		0	1	0
Metro IIA		0	16	0
Metro III		4	13	4
Merlin III-C		2	13	2
Merlin III-B		0	7	0
Merlin IV-C		1	6	1
Total		7	56	7
	Manufacturer's Net Billing - $10,625,000 (Foreign breakout: 1 Metro III to Denmark.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		1	19	1
LR-29		0	1	0
LR-35A		8	73	8
LR-36A		0	4	0
LR-55		2	8	2
Total		11	105	11
	Manufacturer's Net Billing - $36,134,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	0
AA-5/B	Tiger	0	87	0
GR-164	Agcat	2	42	2
• Multi-Engine				
G-47	Cougar	1	2	1
GR-1159A	Gulfstream III	2	19	2
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	2	39	2
AE-980		1	32	1
AE-1000		2	6	2
Total		10	261	10
	Manufacturer's Net Billing - $21,208,305 (Foreign breakout: all domestic deliveries.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	1	31	1
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	4	47	4
	Manufacturer's Net Billing - $297,916 (Foreign breakout: domestic delivery.)			

Manufacturer		Oct. 81	Cal. Year	Fisc./ Year
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	3	0
M-5-210C	Lunar Rocket	0	1	0
M-5-210TC	Star Rocket	0	2	0
M-5-235C	Lunar Rocket	0	19	0
M-6-235		0	12	0
Total		0	37	0
MITSUBISHI				
• Multi-Engine				
MU-2L		0	0	0
Solitaire		2	12	2
Marquise		1	22	1
Total		3	34	3
(Foreign breakout: 1 Marquise to Australia.)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	12	160	12
M-20K	231	13	136	13
Total		25	296	25
(Foreign breakout: all domestic deliveries.)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	1	67	1
PA-23-235	Pawnee	0	23	0
PA-25-260	Pawnee	0	1	0
PA-28-161	Warrior	21	254	21
PA-28-181	Archer II	11	225	11
PA-28RT-201	Arrow IV	3	39	3
PA-28RT-201T	Arrow IV	7	148	7
PA-28-236	Dakota	6	69	6
PA-32-301	Saratoga	7	75	7
PA-32-301T	Turbo Saratoga	3	30	3
PA-32R-301	Saratoga SP	10	104	10
PA-32R-301T	Turbo Saratoga SP	7	95	7
PA-36-300	Pawnee Brave	0	24	0
PA-36-375	Pawnee Brave	6	40	6
PA-38-112	Tomahawk	26	221	26
• Multi-Engine				
PA-23-250	Aztec	3	20	3
PA-31-310	Navajo	0	24	0
PA-31-325	Navajo C/R	4	32	4
PA-31-350	Chieftain	17	140	17
PA-31T-501TI	Cheyenne I	0	36	0
PA-31T-620	Cheyenne II	0	37	0
PA-31T2-620	Cheyenne II XL	3	28	3
PA-42-720	Cheyenne III	3	41	3
PA-34-200T	Seneca II	0	16	0
PA-34-220T	Seneca III	27	291	27
PA-44-180	Seminole	0	7	0
PA-44-180T	Seminole	1	26	1
PA-600A	Aerostar	0	14	0
PA-601B	Aerostar	0	2	0
PA-601P	Aerostar	0	9	0
PA-602P	Aerostar	0	54	0
Total		166	2,192	166
Manufacturer's Net Billing - $23,739,500 (Foreign breakout not available.)				
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	2	35	2
Manufacturer's Net Billing - $10,000,000 (Domestic deliveries.)				
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		1	12	1
Total		1	13	1
SINGLE-ENGINE TOTAL		357	5,710	357
MULTI-ENGINE TOTAL		215	2,631	215
HELICOPTER TOTAL		2	41	2
GRAND TOTAL		574	8,382	574

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	October			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1981	1980	1979
Beech	77	132	121	1,041	1,195	1,280	77	132	121
Bellanca	-	5	36	-	102	388	-	5	36
British Aerospace	3	5	0	27	32	18	3	5	0
Britten Norman	3	4	4	28	29	37	3	4	4
Cessna	247	642	519	4,001	5,470	6,788	247	642	519
Dassault	6	5	3	71	46	38	6	5	3
Embraer	13(6)	37(10)	58(11)	168(66)	313(85)	287(56)	13(6)	37(10)	58(11)
Enstrom	2	6	1	41	42	46	2	6	1
Fairchild	7	6	7	56	69	55	7	6	7
Gates	11	15	11	105	97	85	11	15	11
Gulfstream	10	31	24	261	127	378	10	31	24
Israel	1	1	2	31	26	25	1	1	2
Lake	4	5	9	47	68	77	4	5	9
Lockheed	-	0	0	-	4	7	-	0	0
Maule	0	4	4	37	54	58	0	4	4
Mitsubishi	3	4	0	34	48	45	3	4	0
Mooney	25	27	32	296	285	368	25	27	32
Piper	166	212	379	2,192	2,542	4,730	166	212	379
Rockwell	2	10	7	35	126	129	2	10	7
Short	1	0	1	13	25	19	1	0	1
Total	574	1,124	1,171	8,382	10,472	14,627	574	1,124	1,171

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
/Fiscal Year: Oct. 1 through Sept. 30.

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COMMUTER AIRLINES TRAFFIC
August 1981

	Enplaned Passengers	% Chg.	Year to Date	% Chg.	Aug. Load Factor	Average Length Per Trip (miles)	Revenue Pass. Miles	% Chg.	Year to Date	% Chg.	Available Seat Miles	% Chg.	Year to Date	% Chg.
Prinair	55,803	(14.3)	471,763	(8.1)	49.6	100.8	5,627,000	(2.3)	41,686,000	(4.3)	11,343,000	8.9	81,598,560	(0.5)
PBA	50,703	68.0	319,668	44.0	57.1	112.8	5,720,049	146.0	37,120,148	58.0	10,022,874	-	n.a.	-
Ransome	49,941	(28.6)	499,136	(7.2)	49.5	126.2	6,300,065	(29.1)	62,266,408	(4.8)	12,715,628	(13.9)	117,178,088	3.8
Metro	47,356	28.8	378,152	33.4	-	103.7	4,910,344	52.1	38,715,892	53.6	n.a.	-	n.a.	-
Henson	40,124	11.8	310,121	19.6	54.3	131.8	5,289,400	45.9	37,599,031	47.2	9,742,040	19.5	69,093,450	30.0
Penn. Commuter	24,344	(31.0)	253,748	(6.5)	54.6	114.5	2,787,616	(27.9)	28,920,835	(9.5)	5,101,588	(40.0)	59,405,074	(10.7)
Scenic	21,716	(33.2)	121,100	(14.9)	80.2	180.8	3,926,713	(33.0)	21,927,265	(15.6)	4,896,793	(36.7)	28,221,385	(18.4)
Bar Harbor	19,308	(31.9)	144,003	(8.7)	-	-	n.a.	-	n.a.	-	n.a.	-	n.a.	-
Suburban	18,115	8.2	169,766	25.0	42.6	80.7	1,462,385	5.6	12,669,264	19.2	3,431,760	7.0	32,346,769	34.0
Pilgrim	17,392	(11.6)	140,558	6.9	44.1	136.1	2,367,233	(1.3)	18,454,481	21.1	5,368,724	28.8	38,932,691	28.9
Air Oregon	16,292	8.4	113,858	5.5	54.3	208.3	3,393,322	23.9	21,579,128	10.3	6,249,281	30.3	39,507,158	11.3
Royal Hawaiian	15,742	(27.8)	130,825	(13.7)	52.2	84.6	1,332,531	(27.1)	10,763,692	(13.6)	2,551,360	(16.9)	20,575,704	(8.3)
Sched. Skyways	14,277	40.1	113,898	34.3	50.0	227.9	3,254,000	41.7	25,552,000	38.9	6,506,000	31.0	52,951,000	29.1
Royale	14,228	10.2	105,370	3.1	48.5	169.8	2,416,538	17.2	17,181,431	8.5	4,978,537	18.4	36,058,879	16.2
Chautauqua	14,012	4.5	107,568	2.9	46.9	89.4	1,253,196	-	n.a.	-	2,672,820	-	n.a.	-
Air Illinois	13,639	(12.5)	122,198	0.4	37.6	164.1	2,237,793	-	20,061,936	-	5,955,726	-	52,385,217	-
Atlantic S.E.	13,082	70.0	95,229	166.0	42.1	114.5	1,497,338	141.0	9,360,290	222.0	3,554,380	215.0	21,428,462	259.0
Crown Air	12,253	(3.0)	134,565	76.0	45.2	78.6	963,219	17.0	10,442,089	101.0	2,131,206	36.0	22,476,836	132.0
Command	11,592	(2.6)	96,991	19.9	40.3	136.3	1,579,800	(3.2)	12,896,700	16.7	3,920,200	12.2	30,924,100	35.4
Aeromech	11,318	(35.0)	127,220	7.0	-	119.8	1,355,366	(25.0)	13,594,968	10.0	n.a.	-	n.a.	-
Chaparral	9,386	42.8	69,273	55.1	-	190.5	1,787,600	36.6	12,902,246	39.1	n.a.	-	n.a.	-
Air Miami	8,590	-	61,040	-	43.2	109.6	941,702	-	6,260,246	-	2,177,676	-	14,243,270	-
Comair	8,432	0.5	65,484	1.2	-	168.0	1,391,280	-	10,904,860	-	n.a.	-	n.a.	-
Gull Air	7,760	-	43,380	-	-	30.0	232,800	-	1,318,660	-	n.a.	-	n.a.	-
Apollo	7,432	(40.0)	69,545	(13.0)	-	256.8	1,908,833	(34.0)	17,615,748	(9.0)	n.a.	-	n.a.	-
Antilles	7,112	(23.4)	61,792	(1.2)	75.7	40.0	284,480	(28.3)	2,479,680	(42.4)	375,760	-	3,492,120	-
Precision	6,812	(38.0)	67,326	(14.0)	36.3	95.1	647,990	(22.0)	5,629,829	0.9	1,785,850	7.8	16,792,046	36.1
Pocono	6,632	(23.0)	63,998	16.0	55.5	112.5	746,367	16.0	7,508,363	14.0	1,344,870	(21.0)	13,871,331	13.0
Air Kentucky	5,563	-	41,692	-	44.8	150.2	835,743	-	5,846,500	-	1,865,502	-	12,669,834	-
Pioneer	5,125	-	34,439	-	39.7	271.5	1,391,640	-	9,614,640	-	3,502,609	-	23,859,790	-
Air Virginia	4,895	28.1	46,927	48.3	37.4	185.7	909,000	31.8	8,841,000	62.8	2,433,000	48.6	22,648,884	55.2
Marco Island	1,508	(16.3)	36,731	(14.9)	-	93.2	140,605	(16.1)	3,701,978	(7.8)	n.a.	-	n.a.	-
Cumberland	754	-	9,030	-	-	84.7	63,880	-	695,855	-	n.a.	-	n.a.	-

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THE WEEKLY OF
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PARTIES ATTEMPTING TO REACH SETTLEMENT ON HPN NOISE SUIT

Representatives of the parties involved in legal action regarding a midnight-7 a.m. curfew at the Westchester County Airport in White Plains, N.Y. were scheduled to hold a telephone conference late Friday afternoon in an attempt to reach a temporary settlement that would relax the curfew and preclude further legal action for at least 60 days. In the absence of such an agreement, attorneys for the plaintiffs – National Business Aircraft Association and the Aircraft Owners and Pilots Association – are scheduled to be in Federal District Court for the Southern District of New York at 10 a.m. Tuesday seeking an injunction preventing enforcement of the curfew.

The curfew was enacted by the Westchester County board of legislators in September *(BA, Sept. 7/74)* and went into effect on Oct. 1. NBAA and AOPA filed suit against the curfew in early October *(BA, Oct. 12/114)*. A hearing on their request for an injunction had been scheduled Nov. 5, but was delayed at the request of the county. There have been a number of meetings between the two associations and the county, some of which FAA representatives participated in. During a meeting at FAA headquarters last week there was discussion of a draft agreement under which the curfew would be in effect from midnight-6:30 a.m. No final action was taken at that time, but the proposed agreement – which would also include a 60-day delay in any further legal action – was to be discussed in Friday's conference call.

In addition, NBAA last week asked the court to issue a show cause order that would require FAA to show cause why it should not be required to participate in the suit on an involuntary basis. NBAA and AOPA have been anxious to have FAA join the case because they feel the federal government's participation would buttress their arguments. However, FAA has not voluntarily become a party to the suit. The show cause order request is expected to be decided by the court this morning.

NBAA in particular has been anxious to have the curfew relaxed to 6:30 a.m. to permit early-morning operations at the airport. One source said that if the county agrees to that change, the two associations will agree to hold off legal action for two months to provide an opportunity for the entire matter to be settled through negotiation, rather than in court.

CORPORATE OPERATORS SUING ROCKWELL, RAISBECK OVER SABRELINER MODS

A number of corporate aircraft operators have filed suits against Rockwell International and the Raisbeck Group regarding modifications made on their Sabreliner aircraft. The suits against Rockwell were filed in Chicago, some in federal district court and others in state court, while those against Raisbeck were filed in federal court in Seattle. Plaintiffs include: Proctor & Gamble Co.; InterNorth Inc.; Carlson Cos.; Natural Gas Pipeline Co.; and Washington Jet Inc. in the suits against Rockwell. Those five companies plus Guardian Industries filed parallel actions against Raisbeck in Seattle.

Basically the suits allege that Rockwell helped Raisbeck promote a series of aerodynamic modifications for the Sabreliner that were developed by Raisbeck although Rockwell officials knew Raisbeck was not capable of performing the retrofit work correctly. The suits also charge that Rockwell interfered with Raisbeck's attempts to fulfill its retrofit contracts. FAA issued an airworthiness directive in October 1979 requiring eddy current inspections of the aircraft modified by Raisbeck because of quality control problems *(BA, Feb.*

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HENSON WEIGHING OFFERS FOR SALE OF AVIATION OPERATIONS

Richard A. (Dick) Henson, founder and president of Henson Aviation, one of the nation's most successful commuter airline operations, is considering offers from several firms for the sale of his aviation-related businesses. While no deadlines have been established, Henson said the matter could be resolved sometime next year.

Henson, who will be 72 on February 12, said he felt he should explore the possibility of disposing of his aviation enterprises to insure continuity of operations in case something happens to him. He told *BA* he has had talks with a number of companies that are interested in the operation and is "actively involved" in discussions with three concerns. One of those is another Allegheny Commuter, Crown Airways Inc., based in Falls Creek, Pa. Crown, which is a subsidiary of Brockway Glass, operates two Shorts 330s and two de Havilland Twin Otters.

Another firm that may be interested is Great Trails Corp., Dayton, Ohio, which bought Henson's television station – NBC affiliate WHAG-TV in Hagerstown, Md. – this year. While Henson said Great Trails has expressed an interest, Alex Williams, president of the Dayton firm, said his company has not been involved in serious discussions about acquiring Henson's aviation operations.

Henson stressed he has not made a final decision about selling his aviation interests, which include the commuter airline, two fixed-base operations and an air freight company. The airline provides service to Baltimore, Hagerstown and Salisbury, Md., Philadelphia and Pittsburgh, Pa., Newport News, Richmond and Shenendoah Valley, Va. in addition to New York and Washington, D.C. Through September the carrier had boarded more than 350,000 passengers this year, a 20.6 percent increase over the same period last year and revenue passenger miles were up 50 percent to 43.5 million. The commuter fleet includes 10 aircraft: three DHC-7s, four 330s and six Beech 99s. A fourth Dash 7 is scheduled for delivery in the spring. The FBOs are located at Baltimore and Hagerstown. Henson moved his corporate headquarters from Hagerstown to Salisbury earlier this year.

"I haven't frankly decided if I should continue on to run it (the aviation businesses) or not," Henson said, emphasizing that even if he does decide to sell he will remain on board probably through at least 1982. The commuter operation was started in 1962 and he said he wants to complete at least 20 years in that endeavor. Next year also will mark Henson's 51st year in the FBO business, having opened the Hagerstown facility in 1931.

Most important in any decision to sell, Henson said, is "the guarantee that my philosophy would be carried forward." Henson has expanded the airline gradually, emphasizing frequent flights. He also expressed a strong sense of commitment to the cities the airline serves and indicated he does not want to sell to someone who would sharply reduce or stop service to the smaller points on the Henson system. For that reason the ultimate decision on whether to sell "will not be a cold-blooded business decision," he said.

LOWER GA DELIVERIES FORECAST FOR 1982

Officials of the General Aviation Manufacturers Association said last week they expect to see deliveries of new general aviation aircraft decline for the third straight year in 1982, but they forecast a modest increase

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – NOVEMBER SHIPMENTS

Manufacturer		Nov. 81	Cal. Year	Fisc.* Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	53	6
BE-A24R	Sierra	0	21	0
BE-F33A	Bonanza	4	41	7
BE-V35B	Bonanza	0	21	2
BE-A36	Bonanza	21	165	36
BE-A36TC	Bonanza	0	88	2
BE-77	Skipper	2	78	3
• Multi-Engine				
BE-B55	Baron	4	55	8
BE-E55	Baron	0	11	0
BE-58	Baron	8	91	15
BE-58P	Baron	5	62	9
BE-58TC	Baron	1	10	1
BE-B60	Duke	3	23	4
BE-76	Duchess	2	43	3
BE-C90	King Air	9	62	13
BE-E90	King Air	0	3	0
BE-F90	King Air	4	60	9
BE-C99	Commuter	3	6	4
BE-B100	King Air	1	17	2
BE-200	Super King Air	15	178	34
BE-200	Super King Air C	2	37	4
BE-200T	Super King	0	1	0
Total		85	1,126	162
	Manufacturer's Net Billing - $50,677,679 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700		2	29	5
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	2	28	5
BN-2T	Turbo Islander	1	1	1
Mark III	Trislander	0	2	0
Total		3	31	6
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		32	560	57
CE-A152	Aerobat	5	37	8
CE-172RG	Cutlass	13	259	33
CE-R172	Hawk XP	0	40	3
CE-172	Skyhawk	50	882	118
CE-180	Skywagon	0	30	7
CE-182	Skylane	36	215	40
CE-182	Turbo Skylane	6	42	7
CE-182RG	Skylane	1	73	3
CE-182RG	Turbo Skylane	4	65	6
CE-185	Skywagon	13	143	16
CE-188	AGhusky	6	75	15
CE-188	AGtruck	4	48	6
CE-188	AGwagon	0	8	0
CE-U206	Stationair 6	23	194	27
CE-TU206	Stationair 6	17	214	22
CE-208	Stationair 8	2	37	3
CE-TU208	Stationair 8	1	15	1
CE-210	Centurion	13	96	14
CE-T210	Centurion	35	251	51
CE-TP210	Centurion	6	95	13
• Multi-Engine				
CE-303	Crusader	13	15	15
CE-310		0	12	1
CE-T310		1	15	2
CE-335		0	17	1
CE-340		2	71	6
CE-402		9	111	11
CE-404	Titan	1	41	4
CE-414	Chancellor	10	74	12
CE-421	Golden Eagle	9	93	11
CE-425	Corsair	6	90	19
CE-441	Conquest	11	60	18
CE-500	Citation I	6	61	12
CE-550	Citation II	9	119	22
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		1	73	6
CE-FA152	Aerobat	0	3	0
CE-F172	Skyhawk	1	82	3
CE-FR172	Hawk XP	0	5	0
CE-F182	Reims Skylane	0	11	0
CE-F182	Reims Skylane RG	0	15	0
Total		346	4,347	593
	Manufacturer's Net Billing - $79,147,466 (Foreign breakout not available.)			

Manufacturer		Nov. 81	Cal. Year	Fisc.* Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	15	3
AD-My.20	Falcon	1	22	3
AD-My.50	Falcon	2	39	5
Total		5	76	11
EMBRAER				
• Single-Engine				
EMB-200		1	12	2
EMB-201	Ipanema	0	4	0
EMB-710	Carioca (PA-28-235) Dakota	0	6	1
EMB-711	Corisco (PA-28RT-201) Arrow	0	33	1
EMB-712	Tupi (PA-28-181) Archer II	0	10	2
EMB-720	Minuano (PA-32-310) Saratoga	1	12	2
EMB-721	Sertanejo (PA-32R-301) Saratoga SP	1	10	1
• Multi-Engine				
EMB-110		6	45	10
EMB-121	Xingu	1	13	2
EMB-810	Seneca II	2	31	4
EMB-820	Chieftain	1	5	1
Total		13	181	26
ENSTROM				
• Helicopter				
F28F		1	20	2
F-28C-II		1	7	2
280C		1	11	1
280F		0	6	0
Total		3	44	5
	Manufacturer's Net Billing - $319,994 (All domestic deliveries.)			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		0	1	0
Metro IIA		0	16	0
Metro III		8	21	12
Merlin III-C		2	15	4
Merlin III-B		0	7	0
Merlin IV-C		1	7	2
Total		11	67	18
	Manufacturer's Net Billing - $18,395,000 (Foreign breakout: 1 Merlin III to Australia, 1 Metro III to Israel.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		3	22	4
LR-29		0	1	0
LR-35A		8	81	16
LR-36A		0	4	0
LR-55		2	10	4
Total		13	118	24
	Manufacturer's Net Billing - $41,534,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	0
AA-5/B	Tiger	0	87	0
GR-164	Agcat	0	42	2
• Multi-Engine				
G-47	Cougar	0	2	1
GR-1159A	Gulfstream III	2	21	4
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	4	43	6
AE-980		1	33	2
AE-1000		4	10	6
Total		11	272	21
	Manufacturer's Net Billing - $25,819,000 (Foreign breakout: 1 Gulfstream and 3 1000's; destinations are not available.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	3	34	4
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	50	7
	Manufacturer's Net Billing - $235,875 (All domestic deliveries.)			

Manufacturer		Nov. 81	Cal. Year	Fisc.♯ Year
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	4	1
M-5-210C	Lunar Rocket	0	1	0
M-5-210TC	Star Rocket	0	2	0
M-5-235C	Lunar Rocket	0	19	0
M-6-235		2	14	2
Total		3	40	3
	Manufacturer's Net Billing - $118,989			
	(All domestic deliveries.)			
MITSUBISHI				
• Multi-Engine				
Solitaire		1	13	3
Marquise		0	22	1
Total		1	35	4
	(All domestic deliveries.)			
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	12	112	24
M-20K	231	8	144	21
Total		20	316	45
	(Foreign breakout: 1 M-20J to Africa.)			
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	67	1
PA-23-235	Pawnee	0	23	0
PA-25-260	Pawnee	0	1	0
PA-28-161	Warrior	17	271	38
PA-28-181	Archer II	10	235	21
PA-28RT-201	Arrow IV	3	42	6
PA-28RT-201T	Arrow IV	9	157	16
PA-28-236	Dakota	7	76	13
PA-32-301	Saratoga	6	81	13
PA-32-301T	Turbo Saratoga	2	32	5
PA-32R-301	Saratoga SP	5	109	15
PA-32R-301T	Turbo Saratoga SP	11	106	18
PA-36-300	Pawnee Brave	0	24	0
PA-36-375	Pawnee Brave	1	41	7
PA-38-112	Tomahawk	15	236	41
• Multi-Engine				
PA-23-250	Aztec	8	28	11
PA-31-310	Navajo	5	29	5
PA-31-325	Navajo C/R	2	34	6
PA-31-350	Chieftain	11	151	28
PA-31T-501TI	Cheyenne I	0	36	0
PA-31T-620	Cheyenne II	2	39	2
PA-31T2-620	Cheyenne II XL	1	29	4
PA-42-720	Cheyenne III	2	43	5
PA-34-200T	Seneca II	0	16	0
PA-34-220T	Seneca III	22	313	49
PA-44-180	Seminole	0	/	0
PA-44-180T	Seminole	3	27	2
PA-600A	Aerostar	2	16	2
PA-601B	Aerostar	0	2	0
PA-601P	Aerostar	0	9	0
PA-602P	Aerostar	0	54	0
Total		142	2,334	308
	Manufacturer's Net Billing - $20,353,300 (Foreign breakout not available.)			
	Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.			
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	1	37	3
	Manufacturer's Net Billing - $1,100,000 (Domestic deliveries.)			
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	*	1	0
SD-3-30		*	12	1
Total		*	13	1
	SINGLE-ENGINE TOTAL	411	6,120	768
	MULTI-ENGINE TOTAL	246	2,875	461
	HELICOPTER TOTAL	3	44	5
	GRAND TOTAL	660	9,039	1,234

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	November			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1982	1981	1980
Beech	85	96	113	1,126	1,291	1,393	162	228	234
Bellanca	-	0	28	-	102	416	-	5	64
British Aerospace	2	2	3	29	34	21	5	7	4
Britten-Norman	3	4	5	31	33	42	6	8	9
Cessna	346	502	866	4,347	5,972	7,654	593	1,144	1,385
Dassault	5	6	3	76	52	41	11	11	6
Embraer	13(8)	37(13)	26(5)	181(70)	350(98)	353(72)	25(14)	74(23)	124(27)
Enstrom	3	3	0	44	45	46	5	9	0
Fairchild	11	4	6	67	73	61	18	10	13
Gates	13	6	5	118	103	90	24	21	16
Gulfstream	11	11	13	272	138	391	21	42	37
Israel	3	2	2	34	28	27	4	3	4
Lake	3	4	11	50	72	88	7	9	20
Lockheed	-	0	1	-	4	8	-	0	1
Maule	3	3	3	40	57	61	3	7	7
Mitsubishi	1	2	11	35	50	56	4	5	11
Mooney	20	27	35	316	312	403	45	54	67
Piper	142	226	268	2,334	2,768	4,998	308	438	647
Rockwell	1	7	8	37	133	137	3	17	15
Short	*	3	1	13	28	20	1	3	2
Total	660	921	1,387	9,039	11,393	16,025	1,234	2,044	2,569

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
♯Fiscal Year: Oct. 1 through Sept. 30.

COMMUTER AIRLINES TRAFFIC
September 1981

	Enplaned Passengers	% Chg.	Year to Date	% Chg.	Sept. Load Factor	Average Length Per Trip (miles)	Revenue Pass. Miles	% Chg.	Year to Date	% Chg.	Available Seat Miles	% Chg.	Year to Date	% Chg.
Metro	57,137	-	435,289	-	-	113.4	6,482,193	-	45,198,085	-	n.a.	-	n.a.	-
Ransome	57,032	(18.6)	556,168	(8.5)	51.4	124.7	7,113,326	(19.2)	69,379,734	(6.5)	13,842,997	(6.4)	131,021,085	2.6
Henson	44,675	27.9	354,796	20.6	59.6	134.0	5,986,636	69.0	43,585,667	49.9	10,042,630	19.6	79,136,080	28.6
PBA	39,422	109.0	359,090	49.0	56.8	65.6	4,552,683	179.0	41,672,831	66.0	8,008,819	-	n.a.	-
Prinair	37,974	(11.2)	509,737	(8.3)	46.8	101.7	3,863,000	2.7	45,549,000	(3.7)	8,253,000	(3.3)	89,857,000	(0.7)
Mid Pacific	36,043	-	216,385	-	59.1	101.5	3,658,364	-	21,963,075	-	6,187,440	-	35,038,409	-
Penn. Commuter	28,308	(12.9)	282,056	(7.2)	61.3	114.1	3,230,521	(8.4)	32,131,356	(14.7)	5,266,923	(35.7)	64,671,997	(13.3)
Suburban	22,671	19.9	192,437	24.3	45.1	77.5	1,758,044	15.9	14,427,308	18.8	3,798,960	7.6	36,145,729	30.7
Pilgrim	19,426	6.7	159,984	6.9	47.8	137.8	2,676,729	21.3	21,131,210	21.2	5,601,925	26.5	44,534,616	28.1
Bar Harbor	19,098	(19.0)	163,101	(10.0)	-	-	n.a.	-	n.a.	-	n.a.	-	n.a.	-
Royale	15,868	24.9	121,238	5.5	49.7	164.1	2,604,731	26.8	19,786,162	10.7	5,239,315	26.6	41,298,194	17.5
Air Illinois	14,425	(8.8)	136,623	(0.7)	46.3	144.6	2,085,724	-	22,147,660	-	4,502,045	-	56,923,262	-
Scenic	14,366	(36.2)	135,466	(17.8)	82.0	181.9	2,612,855	(35.7)	24,540,120	(18.3)	3,184,695	(38.8)	31,406,080	(21.1)
Aeromech	14,114	(16.2)	141,334	3.7	-	127.1	1,793,833	(0.4)	15,388,801	8.5	n.a.	-	n.a.	-
Sched. Skyways	14,088	23.2	127,986	33.0	46.6	216.0	3,044,000	23.2	28,596,000	37.0	6,533,000	34.4	59,484,000	29.6
Crown	13,996	18.0	148,561	68.1	45.9	78.8	1,102,957	43.0	11,545,046	93.0	2,404,176	32.0	24,881,012	116.0
Chautauqua	13,958	29.7	121,526	5.1	45.7	89.2	1,244,644	-	n.a.	-	2,725,635	-	n.a.	-
Command	13,916	19.1	110,907	11.0	-	137.3	1,911,200	22.7	14,807,900	17.4	3,945,000	11.1	34,335,100	32.1
Air Oregon	13,497	(2.7)	127,349	4.6	60.2	198.5	2,679,111	7.3	24,258,237	10.0	4,450,645	5.9	43,957,804	10.7
Atlantic S.E.	13,156	124.0	108,385	160.0	41.4	119.6	1,573,245	241.0	10,933,535	225.0	3,799,009	254.0	25,226,471	258.0
Royal Hawaiian	12,774	(25.5)	143,599	(14.9)	48.2	82.9	1,059,068	(25.3)	11,822,760	(14.8)	2,195,312	(14.5)	22,771,016	(17.7)
Comair	10,560	48.5	76,044	-	-	115.0	1,214,400	6.7	12,119,260	-	n.a.	-	n.a.	-
Air Miami	10,313	-	71,354	-	45.9	102.8	1,060,378	-	7,320,624	-	2,310,508	-	16,553,778	-
Chaparral	10,136	46.7	79,409	44.2	-	188.0	1,905,274	39.7	14,807,520	39.2	n.a.	-	n.a.	-
Precision	7,467	(26.4)	75,045	(15.4)	38.2	91.0	679,125	(6.3)	6,308,948	0.0	1,778,432	9.6	18,570,478	33.0
Air Virginia	7,330	78.2	54,257	51.7	42.6	172.3	1,263,000	69.3	10,103,506	63.6	2,965,000	72.5	25,613,884	57.1
Apollo	7,095	(34.0)	76,640	(16.4)	-	258.2	1,832,020	(29.0)	19,447,768	(11.0)	n.a.	-	n.a.	-
Pocono	6,870	(11.0)	71,368	13.4	58.9	114.0	782,930	(14.6)	8,291,293	(11.3)	1,329,340	(28.1)	15,200,671	(8.4)
Gull Air	6,362	51.2	49,742	-	-	30.0	190,860	-	1,509,520	-	n.a.	-	n.a.	-
Air Kentucky	5,916	30.9	47,604	-	39.4	130.4	771,252	-	6,617,752	-	1,955,908	-	14,625,742	-
Atlantis	5,423	-	43,065	-	36.2	145.1	787,022	-	4,922,081	-	2,175,738	-	12,130,474	-
Pioneer	4,643	-	39,082	-	38.9	253.7	1,177,794	-	10,792,434	-	3,024,800	-	26,884,590	-
Marco Island	2,457	28.5	39,188	(13.1)	-	100.8	247,662	39.3	3,949,640	(11.7)	n.a.	-	n.a.	-
Cumberland	1,112	-	10,142	-	-	63.8	70,920	-	766,775	-	n.a.	-	n.a.	-

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JUDGE SIGNS 60-DAY STIPULATION REGARDING WESTCHESTER COUNTY SUIT

A federal judge in New York last week approved a stipulation that will delay further court action in a suit over the midnight to 7 a.m. curfew at the Westchester County Airport in White Plains, N.Y. *(BA, Dec. 14/186).* Although Judge Robert J. Ward of the Federal District Court for the Southern District of New York signed the documents only last week, one of the judge's law clerks told *BA* the agreement was effective retroactive to Dec. 14. Other sources said the agreement actually became effective Dec. 23.

The stipulation will postpone any court action for at least 60 days while the parties in the suit attempt to work out a voluntary noise reduction program. The agreement was signed by representatives of the National Business Aircraft Association, the Aircraft Owners and Pilots Association, FAA and Westchester County. Another party to the suit over the curfew, Panorama Flight Service, decided not to sign the stipulation. Panorama has a contract to deliver Federal Reserve checks and needs to operate in the early morning hours when the curfew will remain in effect. Panorama's problem is viewed as a "special situation" by county officials and will not affect the agreement among the other parties. A spokesman for the county told *BA* that the county and Panorama hope to schedule a meeting to discuss that operator's special circumstances.

The agreement provides that the county will not enforce the provisions of the curfew from 6:30 a.m. to 7 a.m., which will permit operators at the airport to land or take off one-half hour earlier. In addition, FAA has agreed to raise the current departure ceiling on Runway 16 and to study the feasibility of raising the approach ceiling for Runway 34 to reduce noise impact around the airport.

As part of the agreement, pilots will be asked to minimize the noise impact of their flights to and from the airport. As part of that effort, NBAA has called a general membership meeting for Jan. 6 to explain the terms of the stipulation and encourage noise reduction efforts. The meeting will begin at 2 p.m. at the Ramada Inn-Armonk, which is located near the airport.

RULING LEAVES DOOR OPEN FOR REHIRING SOME CONTROLLERS

A ruling by an independent federal board last week leaves open the possibility that come air traffic controllers who did not report for work after the Professional Air Traffic Controllers Organization called a strike on Aug. 3 may be rehired. However, the ruling by the Merit Systems Protection Board rejected a request by the union that appeals from more than 11,000 controllers who were fired for striking be consolidated.

The board said such issues as whether controllers willfully participated in the strike could be determined only by examining "the intent manifested by the individual appellants." The board also said controllers "who successfully demonstrate their absence from work at the time of the alleged strike resulted from duress, or a good faith belief that they were on approved leave, might be found not to have participated in the alleged unlawful strike."

The ruling is not expected to have any immediate effect since it will take months to schedule and hear the individual appeals. FAA officials have said repeatedly that controllers who could prove they had a legitimate reason for not reporting to work on Aug. 3 would be eligible to be rehired. An FAA spokesman said that as of last week only 48 controllers who had received termination notices have been rehired. Nearly 90 percent of those were rehired within a few weeks after the strike began.

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STATUS OF AIRPORT AND AIRWAY TRUST FUND

September 30, 1981

	Current Month	Fiscal Year to Date
I. BALANCE - BEGINNING OF PERIOD	$ 4,999,206,647.76	$ 5,442,347,162.06
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund)		
1. Any Liquid fuel other than gasoline	-0-	(1,590,903.00)
2. Tires used on aircraft	-0-	-0-
3. Tubes used on aircraft	-0-	-0-
4. Gasoline:		
a. Commerical 4 cents tax	-0-	102,413.31
b. Non-commerical 4 cents tax	-0-	1,912,335.63
c. Non-commerical 3 cents tax	-0-	(806,092.00)
5. Transportation by air, seats berths, etc	-0-	18,573,862.00
6. Use of international travel facilities	-0-	8,733,939.00
7. Transportation of property, cargo	-0-	(2,348,293.00)
8. Use of civil aircraft	-0	538,571.00
Total Tax receipts	-0-	25,115,832.94
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits		
1. Commerical aviation gasoline	-0-	825,776.00
2. Non-commerical gasoline	-0-	790,281.00
3. Civil aircraft	-0-	2,053,512.00
4. Any liquid fuel other than gasoline	-0-	-0-
5. Gasoline - Retailer's tax	-0-	71,683.00
6. Airline Ticket Refund	-0-	9,523.00
Total Reimbursement for Tax Refunds	-0-	3,750,775.00
Net Tax Receipts	-0-	21,365,057.94
C. Federal Payments	-0-	-0-
D. Transfers From the General Fund	-0-	-0-
E. Interst on Investments	7,378,462.78	560,934,827.96
Net Receipts	7,378,462.78	582,299,885.90
III. EXPENDITURES		
A. Federal Aviation Administration		
1. Operations	224,995,695.52	495,121,932.27
2. Grants-in-aid for airports	33,419,755.03	469,043,423.07
3. Facilities and equipment	22,535,163.93	252,414,133.58
4. Research and development	6,803,138.25	89,140,411.33
B. Aviation Advisory Commission-Salary and Expenses	-0-	-0-
C. Interest on Refunds of Taxes	-0-	95,790.00
Total Expenditures	287,753,752.73	1,305,815,690.25
IV. BALANCE-END OF PERIOD	4,718,831,357.81	4,718,831,357.71

STATEMENT OF FINANCIAL CONDITION

ASSETS		
Undisbursed Balances		
Airport and Airway Trust Fund (20X8103)	$ 1,100.70	
Operations	<34,932.27>	
Grants-in-aid for Airports	<3,799,863.29>	
Facilities and Equipment	9,499,073.39	
Research and Development	1,497,979.18	
Aviation Advisory Commission - Salaries and Expenses	-0-	$ 7,163,357.71
INVESTMENT: U.S. TREASURY CERTIFICATES OF INDEBTEDNESS		
11-5/8% maturing June 30, 1982	4,711,668,000.00	4,711,668,000.00
Total Assets		4,718,831,357.71
LIABILITIES		-0-
EQUITY:		
Excess Assets over Liabilities		4,718,831,357.71
Total Liabilities and Equity		4,718,831,357.71

Department of Treasury Chart

COMMUTER CARRIERS FREIGHT TRAFFIC
Third Quarter 1981
(In Pounds)

	July	Aug.	Sept.	3rd Qu. 1981	9 Months 1981
AAA Air Enterprise	235,286	235,850	238,075	709,211	2,003,955
Aeromech	37,749	32,718	70,601	141,068	396,241
Air Illinois	9,057	8,390	11,150	28,597	77,957
Air Kentucky	8,644	8,011	10,018	26,673	77,944
Air Oregon	64,732	67,326	67,650	199,708	534,162
Air Virginia	4,650	5,477	6,906	17,033	32,538
Antilles Air Boats*	24,216	27,979	-	52,195	238,284
Apollo Airways	5,353	5,864	5,614	16,831	44,945
Atlantic Southeast	15,481	8,303	13,905	37,689	109,339
Atlantis Airlines	11,061	8,916	13,812	33,789	96,852
Bar Harbor	70,828	56,482	61,949	189,259	596,672
Blackhawk Airlines	102,419	92,129	89,753	284,301	904,105
Brennan & Hargreaves	-	-	-	1,777,000	8,162,246
Chaparral Aviation	50,435	37,400	50,105	137,940	328,240
Comair	5,250	4,950	6,925	17,125	45,450
Crown Airlines	35,795	28,095	37,137	101,027	343,649
Cumberland Airlines	46,626	23,156	37,082	106,864	311,481
General Aviation	942,993	1,246,726	1,133,533	3,323,252	9,304,070
Gull Airways	206,728	276,923	188,506	672,157	1,378,649
Henson Aviation	62,754	48,102	53,656	164,512	475,985
Marco Island	1,719	732	1,743	4,194	22,296
PBA	9,394	9,473	6,792	25,659	67,484
Penn. Commuter	47,668	36,549	37,798	122,015	478,429
Pilgrim Airlines	8,916	8,230	12,559	29,705	91,551
Pioneer Airways	9,671	9,898	8,019	27,588	108,479
Pocono Airlines	25,816	27,849	34,386	88,051	123,800
Precision Airlines	120,117	120,113	133,990	374,220	1,216,151
Ransome Airlines	77,327	59,668	56,658	193,653	629,724
Royale Airlines	25,965	25,920	29,976	81,861	211,784
Scheduled Skyways	21,590	20,665	26,786	69,041	150,225
Suburban Airlines	46,433	22,264	38,792	107,489	379,253

*ceased operations

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ROSTENKOWSKI WAITING FOR REPUBLICAN SIGNAL ON AVIATION TAX BILL

The chairman of the House Ways and Means Committee indicated last week that he plans to take no action on proposed legislation to modify aviation fuel and ticket taxes unless the Reagan Administration modifies its proposal for sharply higher aviation taxes or acts to win support for higher taxes from Republican members of the committee.

Rep. Dan Rostenkowski (D-Ill.), chairman of the Ways and Means Committee, and Rep. Barber Conable (R-N.Y.), the ranking minority member of the committee, introduced H.R. 4800 last October *(BA, Oct. 26/129)*. That bill, described as a compromise measure, would establish a 12-cent per gallon tax on both noncommercial aviation gasoline and jet fuel, retain the current five percent passenger ticket tax, reinstate the freight waybill tax at five percent and boost the international departure tax to $5. Despite two hearings on aviation taxes by the committee last year, there was never any action on either the Administration's proposal—which would boost fuel taxes to 36 cents per gallon for avgas and 65 cents for jet fuel by 1985—or H.R. 4800. Discussion during those committee sessions indicated a wide difference of opinion among members about the appropriate level of taxes *(BA, Nov. 2/142)*.

During a luncheon speech at the National Press Club last week, Rostenkowski was asked about the delay on new tax legislation and what he is doing about it. He said only one Republican on the committee—Conable—expressed support for H.R. 4800. He noted that while the Reagan Adminstration is espousing sharply higher taxes on aviation, a number of Republican committee members are advocating levels even lower than those proposed in H.R. 4800. Rostenkowski said he does not want to see the Aviation Trust Fund "get into insolvency," but added that the Reagan Administration should not expect Democrats to support a program for increased taxes that even Republican members of Congress do not agree with. Rostenkowski said, "What am I doing?—I'm waiting for some initiative from either the White House or the Treasury Department," indicating that until that happens the committee will take no action on the matter.

Although the expiration of previous legislation—and resulting reduction or suspension of taxes—has reduced taxes paid by some segments of the aviation industry, some industry lobbyists want to see new legislation enacted as soon as possible. Until a new tax measure is approved and new Airport Development Aid Program (ADAP) legislation is passed, FAA is unable to incur any new obligations for airport improvement programs. Funds for grants previously approved will continue to be paid, however, resulting in a reduction in the trust fund balance because no new tax revenues are coming into the fund. In addition, FAA will continue to use money currently in the trust fund and incur new obligations for three categories of spending: facilities and equipment grants; research and development; and, operations and maintenance.

OMB CUTS HITTING NASA AIRCRAFT ENERGY EFFICIENCY PROGRAM

The Office of Management and Budget is now proposing that NASA accept a figure of $232 million for aeronautics research funding in fiscal 1983 and a cut of $32 million in the same category for fiscal 1982, resulting in a fiscal 1982 budget of $233 million. The OMB cuts would result in the elimination of the aircraft energy efficiency (ACEE) program designed to produce fuel-saving aircraft for the 1990s, sources

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – DECEMBER UNIT SHIPMENTS

Manufacturer		Dec. 81	Cal. Year	Fisc./ Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	5	58	11
BE-A24R	Sierra	2	23	2
BE-F33A	Bonanza	8	49	15
BE-V35B	Bonanza	3	24	5
BE-A36	Bonanza	25	190	61
BE-A36TC	Bonanza	1	89	3
BE-77	Skipper	4	82	7
• Multi-Engine				
BE-B55	Baron	2	57	10
BE-E55	Baron	0	11	0
BE-58	Baron	14	105	29
BE-58P	Baron	6	68	15
BE-58TC	Baron	0	10	1
BE-B60	Duke	2	25	6
BE-76	Duchess	0	43	3
BE-C90	King Air	6	68	19
BE-E90	King Air	0	3	0
BE-F90	King Air	3	63	12
BE-C99	Commuter	10	16	14
BE-B100	King Air	3	20	5
BE-200	Super King Air	20	198	54
BE-200	Super King Air C	0	37	4
BE-200T	King Air	2	3	2
Total		116	1,242	278
	Manufacturer's Net Billing - $70,144,187 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	2	31	8
	Model B	1	3	2
Total		3	34	10
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	1	29	6
BN-2T	Turbo Islander	1	2	2
Mark III	Trislander	0	2	0
Total		2	33	8
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		35	595	92
CE-A152	Aerobat	2	39	10
CE-172RG	Cutlass	12	271	45
CE-R172	Hawk XP	0	40	3
CE-172	Skyhawk	57	939	175
CE-180	Skywagon	1	31	8
CE-182	Skylane	33	248	73
CE-182	Turbo Skylane	4	46	11
CE-182RG	Skylane	12	85	15
CE-182RG	Turbo Skylane	10	75	16
CE-185	Skywagon	13	156	29
CE-188	AGhusky	5	80	20
CE-188	AGtruck	1	49	7
CE-188	AGwagon	0	8	0
CE-U206	Stationair 6	23	217	50
CE-TU206	Stationair 6	20	234	42
CE-208	Stationair 8	2	39	5
CE-TU208	Stationair 8	0	15	1
CE-210	Centurion	5	101	19
CE-T210	Centurion	19	270	70
CE-TP210	Centurion	9	104	22
• Multi-Engine				
CE-303	Crusader	16	31	31
CE-310		0	12	1
CE-T310		0	15	2
CE-335		0	17	1
CE-340		1	72	7
CE-402		6	117	17
CE-404	Titan	0	41	4
CE-414	Chancellor	5	79	17
CE-421	Golden Eagle	7	100	18
CE-425	Corsair	10	100	29
CE-441	Conquest	5	65	23
CE-500	Citation I	6	67	18
CE-550	Citation II	10	129	32
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		3	76	9
CE-FA152	Aerobat	0	3	0
CE-F172	Skyhawk	1	83	4
CE-FR172	Hawk XP	0	5	0
CE-F182	Reims Skylane	0	11	0
CE-F182	Reims Skylane RG	0	15	0
Total		333	4,680	926
	Manufacturer's Net Billing - $74,972,150			

Manufacturer		Dec. 81	Cal. Year	Fisc./ Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	16	4
AD-My.20	Falcon	2	24	5
AD-My.50	Falcon	3	42	8
Total		6	82	17
EMBRAER				
• Single-Engine				
EMB-200		1	13	3
EMB-201	Ipanema	0	4	0
EMB-710	Carioca (PA-28-235) Dakota	3	9	4
EMB-711	Corisco (PA-28RT-201) Arrow	0	33	1
EMB-712	Tupi (PA-28-181) Archer II	1	11	3
EMB-720	Minuano (PA-32-310) Saratoga	0	12	2
EMB-721	Sertanejo (PA-32R-301) Saratoga SP	1	11	2
• Multi-Engine				
EMB-110		12	57	22
EMB-121	Xingu	0	13	2
EMB-810	Seneca II	3	34	7
EMB-820	Chieftain	1	6	2
Total		22	203	48
ENSTROM				
• Helicopter				
F28F		2	22	4
F-28C-II		0	7	2
280C		0	11	0
280F		1	7	1
Total		3	47	8
	Manufacturer's Net Billing - $351,167 (All domestic deliveries.)			
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro II		0	1	0
Metro IIA		0	16	0
Metro III		9	30	21
Merlin III-C		5	20	9
Merlin III-B		0	7	0
Merlin IV-C		4	11	6
Total		18	85	36
	Manufacturer's Net Billing - $27,921,000 (Foreign breakout: 2 Merlin III-Cs to Australia, 1 to Venezuela; 1 Metro III each to Australia, Belgium, Columbia, Mexico, and the U.K.)			
GATES LEARJET				
• Multi-Engine				
LR-25D		3	25	7
LR-29		0	1	0
LR-35A		12	93	28
LR-36A		0	4	0
LR-55		5	15	9
Total		20	138	44
	Manufacturer's Net Billing - $69,535,000 (Foreign breakout not available.)			
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
AA-5/A	Cheetah	0	34	0
AA-5/B	Tiger	0	87	0
GR-164	Agcat	2	44	4
• Multi-Engine				
G-47	Cougar	0	2	1
GR-1159A	Gulfstream III	5	26	9
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	4	47	10
AE-980		0	33	2
AE-1000		12	22	18
Total		23	295	44
	Manufacturer's Net Billing - $63,901,000 (foreign breakout: 1 Gulfstream, 1 AE-840 and 3 AE-1000s; destinations are not available.)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	5	39	9

Manufacturer		Dec. 81	Cal. Year	Fisc.≠ Year
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	3	53	10
	Manufacturer's Net Billing - $220,632			
	(Foreign breakout: 1 plane to Martinique.)			
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	5	2
M-5-210C	Lunar Rocket	0	1	0
M-5-210TC	Star Rocket	0	2	0
M-5-235C	Lunar Rocket	0	19	0
M-6-235		3	17	5
Total		4	44	7
	Manufacturer's Net Billing - $157,984			
	(Foreign breakout: 1 Model 180C to New Zealand.)			
MITSUBISHI				
• Multi-Engine				
Solitaire		1	14	4
Marquise		7	29	8
Total		8	43	12
	(Foreign breakout: 1 Marquise to West Germany.)			
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	11	183	35
M-20K	231	16	160	37
Total		27	343	72
	(Foreign breakout: 1 201 Model each to South Africa and Australia; 2 231 Models to South Africa.)			
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	2	69	3
PA-23-235	Pawnee	0	23	0
PA-25-260	Pawnee	0	1	0
PA-28-161	Warrior	20	291	58
PA-28-181	Archer II	16	251	37
PA-28RT-201	Arrow IV	6	48	12
PA-28RT-201T	Arrow IV	10	167	26
PA-28-236	Dakota	5	81	18
PA-32-301	Saratoga	3	84	16
PA-32-301T	Turbo Saratoga	1	33	6
PA-32R-301	Saratoga SP	12	121	27
PA-32R-301T	Turbo Saratoga SP	11	117	29
PA-36-300	Pawnee Brave	0	24	0
PA-36-375	Pawnee Brave	3	44	10
PA-38-112	Tomahawk	10	246	51
• Multi-Engine				
PA-23-250	Aztec	2	30	13
PA-31-310	Navajo	1	30	6
PA-31-325	Navajo C/R	1	35	7
PA-31-350	Chieftain	15	166	43
PA-31T-501TI	Cheyenne I	1	37	1
PA-31T-620	Cheyenne II	1	40	3
PA-31T2-620	Cheyenne II XL	6	35	10
PA-42-720	Cheyenne III	3	46	8
PA-34-200T	Seneca II	1	17	1
PA-34-220T	Seneca III	26	339	75
PA-44-180	Seminole	0	7	0
PA-44-180T	Seminole	3	30	5
PA-60OA	Aerostar	0	16	2
PA-601B	Aerostar	0	2	0
PA-601P	Aerostar	0	9	0
PA-602P	Aerostar	0	54	0
PA-T1020		2	2	2
Total		161	2,495	469
	Manufacturer's Net Billing - $28,743,500			
	(Foreign breakout not available.)			
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	1	37	4
	Manufacturer's Net Billing - $600,000			
	(Domestic delivery.)			
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	0
SD-3-30		1	14	3
Total		1	15	3
SINGLE-ENGINE TOTAL		451	6,572	1,219
MULTI-ENGINE TOTAL		293	3,173	757
HELICOPTER TOTAL		3	47	8
GRAND TOTAL		747	9,792	1,984

UNIT SHIPMENT COMPARATIVE TREND: 20 MANUFACTURERS

	December			Cal. Year to Date			Fisc. Year to Date		
	1981	1980	1979	1981	1980	1979	1982	1981	1980
Beech	116	103	115	1,242	1,394	1,508	278	331	349
Bellanca	-	0	24	-	102	440	-	5	88
British Aerospace	3	3	5	34	37	26	10	10	9
Britten-Norman	2	6	8	33	39	50	8	14	17
Cessna	333	433	726	4,680	6,405	8,380	926	1,577	2,111
Dassault	6	10	5	82	62	46	17	21	11
Embraer	22(13)	47(8)	53(19)	203(87)	397(110)	412(91)	48(27)	121(28)	183(46)
Enstrom	3	3	0	47	48	46	8	12	0
Fairchild	18	11	9	85	94	70	36	21	22
Gates	20	15	17	138	120	107	44	38	33
Gulfstream	23	29	13	295	167	404	44	71	50
Israel	5	7	4	39	35	31	9	10	8
Lake	3	7	8	53	79	96	10	16	28
Lockheed	-	0	0	-	4	8	-	0	1
Maule	4	3	6	44	60	66	7	10	13
Mitsubishi	8	5	8	43	55	64	12	10	19
Mooney	27	20	36	343	332	439	72	74	103
Piper	161	186	255	2,495	2,954	5,253	469	624	902
Rockwell	1	13	27	37	146	164	4	30	42
Short	1	2	1	15	30	21	3	5	1
Total	747	864	1,286	9,792	12,273	17,310	1,984	2,907	3,853

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
≠Fiscal Year: Oct. 1 through Sept. 30.

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FLIGHT TRANSPORTATION CORP. TO ACQUIRE EXECUTIVE JET AVIATION

Flight Transportation Corp., one of the nation's fastest growing aviation enterprises, has reached an agreement with the owners of Executive Jet Aviation to acquire EJA for approximately $10 million in cash and securities. The agreement, contingent upon a successful public offering of $30 million in new FTC stock and EJA stockholder approval, was described by an FTC spokesman as the company's latest step in establishing a nationwide network of aviation businesses. In addition to its headquarters at Flying Cloud Airport outside Minneapolis, Minn., FTC operates facilities at the Quad Cities Airport near Davenport, Iowa and recently acquired Walston Wings, located on the Olive Branch, Miss. Airport about 10 miles from Memphis, Tenn. *(BA, Aug. 17/50).* FTC previously purchased the airport itself from Holiday Inns Inc. *(BA, June 1/171).*

Under the agreement with EJA, FTC will operate the Columbus, Ohio jet charter and maintenance facility as a wholly owned subsidiary. EJA Chairman Bruce Sundlun and President Paul Tibbetts will continue to be active in the management of EJA and will be nominated for seat on the FTC board of directors. EJA, which has 152 employes, currently operates 20 Model 24 and 25 Learjets, one Model 35 and four helicopters. Tibbetts told *BA* the two firms had been talking about such a deal since late October.

EJA began operations in late 1964 and had revenues of approximately $15 million in the most recent fiscal year. For the six months ended Dec. 31, 1981, FTC had revenues of $46.7 million and net income of $3.7 million, sharply higher than the same period a year earlier when sales for the six months totaled $8.3 million and net income was $892,527.

FTC is headed by President William Rubin, 33, who has been involved with FTC since 1977. A spokesman for the firm said FTC plans to establish a total of eight or nine bases across the U.S., including facilities on the east and west coasts. In addition to the usual range of fixed-base operator services such as fueling, maintenance and aircraft sales, FTC conducts extensive charter operations, particularly to the Cayman Islands where the firm has some land holdings.

Underwriting for the $30 million debt and equity stock offering necessary to complete the agreement with EJA is being handled by Drexel Burnham and Lambert. A filing for the offering with the Securities and Exchange Commission is expected in the next two weeks and closing of the agreement with EJA is anticipated by mid-March.

HELMS' TAX PROPOSAL STIRS CONTROVERSY, RAISES QUESTIONS

Proposal late last month by FAA Administrator J. Lynn Helms for sharply increased fuel and passenger ticket taxes to finance the air traffic control system of the future has encountered criticism in some segments of the industry and resulted in the almost universal reaction that a number of questions remain to be answered. The Helms' proposal, contained in a Jan. 28 industry briefing, calls for: an initial tax of 12 cents per gallon on aviation gasoline, increasing two cents per year to a total of 20 cents; a tax of 14 cents

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JANUARY UNIT SHIPMENTS

Manufacturer			Jan. 82	Cal. Year	Fisc.* Year
BEECH AIRCRAFT CORP.					
• Single-Engine					
BE-C23	Sundowner		0	0	11
BE-A24R	Sierra		3	3	5
BE-F33A	Bonanza		3	3	18
BE-V35B	Bonanza		4	4	9
BE-A36	Bonanza		11	11	72
BE-A36TC	Bonanza		0	0	3
BE-77	Skipper		0	0	7
• Multi-Engine					
BE-B55	Baron		3	3	13
BE-E55	Baron		1	1	1
BE-58	Baron		4	4	33
BE-58P	Baron		3	3	18
BE-58TC	Baron		1	1	2
BE-B60	Duke		1	1	7
BE-76	Duchess		1	1	4
BE-C90	King Air		0	0	19
BE-F90	King Air		3	3	15
BE-C99	Commuter		4	4	18
BE-B100	King Air		1	1	6
BE-200	Super King Air		15	15	69
BE-200	Super King Air C		1	1	5
BE-200T	King Air		0	0	2
Total			59	59	337
Manufacturer's Net Billing - $37,636,232 (Foreign breakout not available.)					
BRITISH AEROSPACE					
• Multi-Engine					
HS-125-700	Model A		2	2	10
	Model B		0	0	2
Total			2	2	12
BRITTEN-NORMAN (Bembridge) LTD.					
• Multi-Engine					
BN-2	Islander		1	1	7
BN-2T	Turbo Islander		0	0	2
Mark III	Trislander		0	0	0
Total			1	1	9
CESSNA AIRCRAFT CO.					
• Single-Engine					
CE-152			13	13	105
CE-A152	Aerobat		1	1	11
CE-172RG	Cutlass		13	13	58
CE-R172	Hawk XP		0	0	3
CE-172	Skyhawk		32	32	207
CE-180	Skywagon		0	0	8
CE-182	Skylane		16	16	89
CE-182	Turbo Skylane		0	0	11
CE-182RG	Skylane		6	6	21
CE-182RG	Turbo Skylane		4	4	20
CE-185	Skywagon		7	7	36
CE-188	AGhusky		3	3	23
CE-188	AGtruck		5	5	12
CE-U206	Stationair 6		9	9	59
CE-TU206	Stationair 6		7	7	49
CE-208	Stationair 8		3	3	8
CE-TU208	Stationair 8		0	0	1
CE-210	Centurion		4	4	23
CE-T210	Centurion		15	15	85
CE-TP210	Centurion		3	3	25
• Multi-Engine					
CE-303	Crusader		18	18	49
CE-310			0	0	1
CE-T310			0	0	2
CE-335			0	0	1
CE-340			1	1	8
CE-402			5	5	22
CE-404	Titan		0	0	4
CE-414	Chancellor		6	6	23
CE-421	Golden Eagle		1	1	19
CE-425	Corsair		5	5	34
CE-441	Conquest		6	6	29
CE-500	Citation I		2	2	20
CE-550	Citation II		6	6	38
CESSNA/REIMS AVIATION					
• Single-Engine					
CE-F172			1	1	10
CE-FA152	Aerobat		0	0	0
CE-F172	Skyhawk		4	4	8
CE-FR172	Hawk XP		1	1	1
CE-F182	Reims Skylane		0	0	0

Manufacturer			Jan. 82	Cal. Year	Fisc.* Year
AVIONS MARCEL DASSAULT					
• Multi-Engine					
AD-My.10	Falcon		1	1	5
AD-My.20	Falcon		1	1	6
AD-My.50	Falcon		6	6	14
Total			8	8	25
EMBRAER					
• Single-Engine					
EMB-200			4	4	7
EMB-201	Ipanema		0	0	0
EMB-710	Carioca (PA-28-235) Dakota		2	2	6
EMB-711	Corisco (PA-28RT-201) Arrow		1	1	2
EMB-712	Tupi (PA-28-181) Archer II		1	1	4
EMB-720	Minuano (PA-32-310) Saratoga		1	1	3
EMB-721	Sertanejo (PA-32R-301) Saratoga SP		3	3	5
• Multi-Engine					
EMB-110			2	2	24
EMB-121	Xingu		1	1	3
EMB-810	Seneca II		5	5	12
EMB-820	Chieftain		0	0	2
Total			20	20	68
ENSTROM					
• Helicopter					
F28F			*	*	5
F-28C-II			*	*	2
280C			*	*	0
280F			*	*	1
Total			*	*	8
FAIRCHILD-SWEARINGEN					
• Multi-Engine					
Metro III			1	1	22
Merlin III-C			1	1	10
Merlin IV-C			2	2	8
Total			4	4	40
Manufacturer's Net Billing - $6,047,000 (Foreign breakout: 1 Merlin III-C to the United Kingdom, 1 Metro to West Germany.)					
GATES LEARJET					
• Multi-Engine					
LR-25D			1	1	8
LR-35A			1	1	29
LR-55			3	3	12
Total			5	5	49
Manufacturer's Net Billing - $19,103,034 (Foreign breakout not available.)					
GULFSTREAM AMERICAN CORP.					
• Single-Engine					
GR-164	Agcat		1	1	5
• Multi-Engine					
G-47	Cougar		0	0	1
GR-1159A	Gulfstream III		0	0	9
COMMANDER DIVISION					
• Multi-Engine					
AE-840	Turbo Commander		2	2	12
AE-980			0	0	2
AE-1000			2	2	20
Total			5	5	49
Manufacturer's Net Billing - $5,932,000 (Foreign breakout: 1 Turbo Commander and 2 model 1000s; destinations are not available.)					
ISRAEL AIRCRAFT INDUSTRIES					
• Multi-Engine					
1124	Westwind		4	4	13
LAKE AIRCRAFT					
• Single-Engine					
LA-4-200	Buccaneer		1	1	11
MAULE AIRCRAFT					
• Single-Engine					
M-5-180C			0	0	2
M-6-235			2	2	7
Total			2	2	9

Manufacturer		Jan. 82	Cal. Year	Fisc./ Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	4
Marquise		1	1	9
Total		1	1	13
(Domestic delivery.)				
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	13	13	48
M-20K	231	7	7	44
Total		20	20	92
(Foreign breakout: 1 Model 201 each to West Germany and Australia; 1 Model 231 to Venezuela.)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	1	1	4
PA-28-161	Warrior	9	9	67
PA-28-181	Archer II	4	4	41
PA-28RT-201	Arrow IV	0	0	12
PA-28RT-201T	Arrow IV	4	4	30
PA-28-236	Dakota	3	3	21
PA-32-301	Saratoga	3	3	19
PA-32-301T	Turbo Saratoga	1	1	7
PA-32R-301	Saratoga SP	5	5	32
PA-32R-301T	Turbo Saratoga SP	3	3	32
PA-36-375	Pawnee Brave	0	0	10
PA-38-112	Tomahawk	12	12	63
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	1	1	7
PA-31-325	Navajo C/R	3	3	10
PA-31-350	Chieftain	6	6	49
PA-31T-501TI	Cheyenne I	1	1	2
PA-31T-620	Cheyenne II	1	1	4
PA-31T2-620	Cheyenne II XL	3	3	13
PA-42-720	Cheyenne III	3	3	11
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	14	14	89
PA-44-180	Seminole	1	1	1
PA-44-180T	Seminole	2	2	7
PA-600A	Aerostar	0	0	2
PA-601B	Aerostar	0	0	0
PA-610P	Aerostar	0	0	0
PA-602P	Aerostar	3	3	3
PA-T1020		0	0	2
Total		83	83	552
Manufacturer's Net Billing - $17,336,300 (Foreign breakout not available.)				
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	2	2	6
Manufacturer's Net Billing - $2,800,000 (Domestic deliveries.)				
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	0	0
SD-3-30		1	1	4
Total		1	1	4
SINGLE-ENGINE TOTAL		241	241	1,460
MULTI-ENGINE TOTAL		161	161	918
HELICOPTER TOTAL		*	*	8
GRAND TOTAL		402	402	2,386

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	January			Cal. Year to Date			Fisc. Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	59	92	102	59	92	102	337	423	451
Bellanca	-	0	27	-	0	27	-	5	115
British Aerospace	2	2	2	2	2	2	12	12	11
Britten-Norman	1	4	4	1	4	4	9	18	21
Cessna	197	334	819	197	334	819	1,123	1,911	2,930
Dassault	8	6	6	8	6	6	25	27	17
Embraer	20(7)	26(12)	20(7)	20(7)	26(12)	20(7)	68(34)	146(46)	203(53)
Enstrom	*	5	0	*	5	0	8	17	0
Fairchild	4	0	4	4	0	4	40	3	26
Gates	5	7	6	6	7	6	49	45	39
Gulfstream	5	12	8	5	12	8	49	83	58
Israel	4	2	4	4	2	4	13	12	12
Lake	1	3	6	1	3	6	11	19	34
Lockheed	-	0	1	-	0	1	-	0	2
Maule	2	3	3	2	3	3	9	13	16
Mitsubishi	1	2	7	1	2	7	13	12	26
Mooney	20	19	27	20	19	27	92	93	130
Piper	83	175	269	83	175	269	552	799	1,171
Rockwell	2	13	9	2	13	9	6	43	51
Short	1	0	3	1	0	3	4	5	4
Total	402	691	1,314	402	691	1,314	2,386	3,586	5,167

Parentheses show actual Embraer deliveries, not including aircraft kits.

*Figures are not available from the manufacturer.
/Fiscal Year: Oct. 1 through Sept. 30.

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TRUST FUND, USER FEES PROPOSED TO FINANCE 85 PERCENT OF FAA BUDGET

Reagan Administration last week proposed a massive transfer of money from the Aviation Trust Fun and higher user taxes to finance 85 percent of FAA's budget in fiscal 1983. The budget proposal submitte to Congress calls for use of $2.015 billion currently in the Trust Fund for FAA maintenance and operation (M&O) expenses, including salaries for FAA's 47,300 employes. That represents an increase of 151 percen over the estimated $800 million in Trust Fund revenues used for M&O in fiscal 1982 and constitutes 79 pe cent of total M&O expenditures of $2.55 billion for fiscal 1983.

Use of money currently in the Trust Fund, along with revenue generated by sharply higher fuel an passenger ticket taxes described late last month by FAA Administrator J. Lynn Helms *(BA, Feb. 1/33),* woul finance 85 percent of FAA's total budget of $3.9 billion through direct taxes on the users of the nationa aviation system. In addition to the more than $2 billion for M&O, the budget proposal would use anothe $1.3 billion from the trust fund for other FAA programs: grants-in-aid for airports, $450 million; facilitie and equipment, $725 million; research and development, $134 million.

Users To Finance All FAA Costs By 1986

Increased use of Trust Fund revenues to finance the FAA's normal operating expenses has been pro posed by both Democratic and Republican administrations since the Trust Fund was created in 1970. Hov ever, the budget submitted to Congress last week is the first that contemplates the eventual financing of a FAA programs solely through aviation user taxes with no contribution from general tax revenues. Budge documents state: "During 1982-1985, user fee receipts coupled with a drawdown of the uncommitted Trus Fund balance would result in 85 percent cost recovery. In 1986-87, user fee receipts alone would financ all allocable costs."

In a two-page description of and rationale for its proposed user fees, *reprinted on the backs of Page 50 and 51,* the Administration said its proposal is part of an effort to impose user fees "where a servic provides special benefits to identifiable recipients above and beyond those which accrue to the general public Subsidizing users leads to economic inefficiencies and encourages over-use of the aviation system, thus resu ting in continual pressure to expand the system's capacity. To help break this cycle, users should be hel responsible for their fair share of the cost of operating as well as maintaining and improving the airway system."

GA Currently Paying Five Percent of 'Allocable Costs'

The budget document says the four cents per gallon tax general aviation users are currently paying o aviation gasoline "covered only about five percent of their allocable costs" in 1981. "With the revised fue taxes, general aviation users would pay about 15 percent of their allocable costs in 1983, increasing to abou 30 percent in 1987." Since only about 25 percent of GA activity is classified as personal "the majority o

(Continued on the following page)

FAA BUDGET *(Cont.)*

the burden of the increased user fees will fall on the business sector where such expenses are tax deductible," the budget states.

Department of Transportation officials said the Trust Fund diversion and higher user fees are necessary to enable FAA to proceed with its air traffic control system modernization program. Some $300 million of the $725 million earmarked for facilities and equipment in fiscal 1983 would be used for the initial stages of the modernization effort.

DOT Deputy Secretary Darrell Trent said "approval of these fees is essential" to permit funding of the Airport Development Aid Program (ADAP) and for facilities and equipment. If the Administration is unable to convince Congress to adopt the new fee schedule "we could suffer delays in rebuilding the system," Trent said.

The proposed higher user taxes on fuel and airline tickets, along with other budgetary changes reported elsewhere in this issue, will be highly controversial and are expected to generate considerable opposition from the aviation industry. At the same time, however, there is concern within the industry about the need to get the ADAP program re-established. For this reason at least some segments of the industry may be more willing to consider higher user fees than they have in the past.

FTC, EJA ABRUPTLY TERMINATE MERGER DISCUSSIONS – Flight Transportation Corp. of Minneapolis, Minn. and Executive Jet Aviation of Columbus, Ohio abruptly terminated merger discussions last Thursday—only a week after the two firms had announced they hoped to complete the merger of EJA into FTC by mid-March *(BA, Feb. 8/41).* A statement issued by FTC last Thursday said the merger agreement "has been terminated" because "differences developed concerning a variety of matters." One FTC official told *BA* initially that investment bankers had advised against the merger because it would have reduced FTC's per-share earnings by nearly 25 percent. However, William Rubin, FTC president, denied that was a consideration. He said the merger was terminated because the principals "didn't see eye to eye on a couple of matters." Despite termination of the merger with EJA, Rubin said FTC planned to proceed with its planned offering of $30 million in stock.

Paul Tibbetts, EJA president, told *BA* that in sitting down to negotiate actual details of the merger, differences of opinion developed "on an awful lot of things," including marketing methodology. Tibbetts characterized the decision to terminate the merger as "a friendly agreement to disagree." Tibbetts emphasized that EJA has no plans for merger discussions with anyone else and noted that FTC had approached EJA. Tibbetts said he and EJA's chairman and board of directors all agreed that EJA "will continue with business as usual."

CAL-COAST WITHDRAWS APPLICATION FOR CERTIFICATE AUTHORITY – Cal-Coast Airlines, a new airline recently founded by serveral former Swift Aire employes, last week asked CAB to have its application for certificate authority withdrawn without explaining the reason for the request. Cal-Coast, based in San Luis Obispo, Calif., was formed to fill the service gap created by the termination of operations by Swift Aire *(BA, Dec. 28/204).* It had applied to serve Bakersfield but was not selected for the market. One CAB source said the action does not preclude the carrier from applying for certificate authority at a later date.

FAA SEEKING $9.8 MILLION FOR DCA OVERRUN AREA – Federal Aviation Administration is requesting $9.8 million in its fiscal 1983 budget proposal to extend the runway safety overrun areas at both ends of Washington National Airport's primary runway, 18-36. FAA proposed extending the overrun areas in late 1980 and held public hearings on the draft environmental impact study for the project. A final environmental report is now being circulated within the agency and is expected to be published in 30-60 days. Plans call for extending the present 200-foot overrun area at the north end of 18-36 another 550 feet to provide a total overrun of about 750 feet. This would be accomplished by depositing fill material in an inlet called Roaches Run, a move that has been opposed by some environmental interests. At the south end, the current 500-foot overrun area would be extended 500 feet to provide a total overrun of about 1,000 feet. Construction is tentatively scheduled to begin in the fall of 1982 with completion in the fall of 1983. FAA officials stress that the extended areas would not increase the operational length of 18-36, but would only provide an increased margin of safety for aircraft currently using the facility.

Aviation User Fees

AGENCY: Department of Transportation FUNCTIONAL CODE: 402

Funding

	($ in millions)						
	1981	1982	1983	1984	1985	1986	1987
PROGRAM LEVEL:							
Budget Authority	3,412	3,063	3,903	3,889	4,165	4,365	4,610
Outlays	3,158	3,073	3,375	3,653	4,195	4,202	4,295
RECEIPTS:							
Current Law	1,194	1,268	1,474	1,670	1,878	2,108	2,344
Policy Increase	—	131*	1,187	1,350	1,548	1,742	1,946

NOTE: During 1982–1985, user fee receipts coupled with a drawdown of the uncommitted Trust Fund balance would result in 85% cost recovery. In 1986–1987, user fee receipts alone would finance all allocable costs.

* Assumes July 1, 1982 effective date.

Program Description

Because of the expiration of statutory authority at the end of 1980, no revenues are currently being deposited into the Airport and Airway Trust Fund, and many aviation taxes have expired. Currently, a 5% passenger ticket tax on scheduled air carrier flights is being deposited into the general fund of the Treasury, while a 4 cents/gallon tax on general aviation gasoline and a tire and tube tax are being deposited into the highway trust fund.

Although the Congress has historically restricted use of aviation tax revenues, all FAA capital programs (grants-in-aid to airports, facilities and equipment, and research, engineering and development) plus certain field maintenance costs have been trust fund financed. The total annual trust fund share of FAA programs typically has been about 40%.

Proposed Change

In March 1981, the Administration proposed aviation user fee legislation that would reauthorize revenue deposits to the Airport and Airway Trust Fund and institute the following user fees: 6.5% passenger ticket tax; general aviation taxes during 1981–1986 of 12 cents/gallon increasing to 36 cents/gallon on aviation gasoline and 20 cents/gallon increasing to 65 cents/gallon on jet fuel; 5% freight waybill tax; $3.00 international departure tax; and a tire and tube tax.

The March 1981 user fee structure was coupled with a proposal to finance 85% of FAA programs from the Airport and Airway Trust Fund. This percentage represents the portion of FAA capital, operating and maintenance costs clearly allocable to air carriers and general aviation.

The Administration is proposing legislation that would revise the March 1981 proposal for the passenger ticket tax and general aviation fuel taxes to the following:

	1982	1983	1984	1985	1986	1987
Passenger Ticket Tax	8%	8%	8%	8%	8%	8%
General Aviation Gasoline Tax (Cents/gallon)	12	12	14	16	18	20
General Aviation Jet Fuel Tax (Cents/gallon)	14	14	16	18	20	22

Other tax rates proposed last March would remain unchanged. In addition to recovering 85% of FAA expenses from the Trust Fund, the Administration is proposing to use an additional $27 million of Trust Fund receipts, beginning in 1983, to finance the Aviation Weather Services Program administered by the National Oceanic and Atmospheric Administration.

(Continued on the back of page 51)

Rationale

- This proposal is part of the Administration's effort to impose user fees where a service provides special benefits to identifiable recipients above and beyond those which accrue to the general public.
- Subsidizing users leads to economic inefficiencies and encourages over-use of the aviation system, thus resulting in continual pressure to expand the system's capacity. To help break this cycle, users should be held responsible for their fair share of the cost of operating as well as maintaining and improving the airways system. In the past, only small amounts of user tax revenues have been applied toward operating costs. But, clearly passengers and pilots are the beneficiaries of services provided by FAA employees such as those who man the air traffic control system and flight service stations.
- The proposed user fees are also necessary to finance increased funding for FAA-owned facilities and equipment and associated research and development. This increased funding will be used to modernize the National Airspace System and will benefit all aviation users by increasing safety while reducing fuel and delay costs.
- The gradual increase in the fuel taxes should prevent severe disruptions to general aviation activity. The 8% ticket tax restores the tax to the rate in effect during 1970–1980.
- Using the Administration's estimate of allocable costs, the 4 cents/gallon tax on aviation gasoline paid by general aviation users in 1981 covered only about 5% of their allocable costs. With the revised fuel taxes, general aviation users would pay about 15% of their allocable costs in 1983, increasing to about 30% in 1987. Even using an alternative cost allocation based on minimum services required rather than actual costs incurred by the FAA, general aviation would be paying less than 60% of its allocable costs in 1987.
- The higher tax levels on general aviation jet fuel reflect the fact that these aircraft place greater demands on the National Airspace System than do less sophisticated planes utilizing aviation gasoline.
- With only about 25% of general aviation activity and 45% of travel on air carriers classified as personal, the majority of the burden of the increased user fees will fall on the business sector where such expenses are tax deductible. Thus, the increased user fees reduce taxes payable, and the cost to most users is significantly less than the increased receipts into the Airport and Airway Trust Fund.

Effects of the Proposed Change

- The revised tax proposal coupled with the increased capital funding, including reauthorization of airport grants at $450 million annually, reflects the Administration's commitment to modernizing the National Airspace System if the users are willing to pay the allocable costs of development, acquisition, operation and maintenance.
- If the revised tax proposal is enacted, the Administration would support an increase of nearly $535 million above the 1982 enacted level for facilities, equipment and associated development. In 1987, about $1.4 billion would be authorized for the development and procurement of FAA facilities and equipment.
- The higher capital funding levels coupled with the revised tax proposal would result in an uncommitted trust fund balance in the range of $.8 to $2.3 billion during 1983–1987 compared to the $3.0 billion uncommitted balance at the end of 1981.

Reprinted from *Major Themes and Additional Budget Details—Fiscal Year 1983,* one of four publications submitted to Congress by the Reagan Administration in support of its fiscal 1983 budget proposal.

STATUS OF AIRPORT AND AIRWAY TRUST FUND
November 30, 1981

	CURRENT MONTH	FISCAL YEAR TO DATE
I. BALANCE - BEGINNING OF PERIOD	$4,581,106,963.01	$4,718,831,357.71
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
1. Any Liquid fuel other than gasoline	-0-	-0-
2. Tires used on aircraft	-0-	-0-
3. Tubes used on aircraft	-0-	-0-
4. Gasoline:		
a. Commercial 4 cents tax	-0-	-0-
b. Non-commercial 4 cents tax	-0-	-0-
c. Non-commercial 3 cents tax	-0-	-0-
5. Transportation by air, seats, berths, etc.	-0-	-0-
6. Use of international travel facilities	-0-	-0-
7. Transportation of property, cargo	-0-	-0-
8. Use of civil aircraft	-0-	-0-
Total Tax Receipts	-0-	-0-
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
1. Commercial avaiation gasoline	-0-	-0-
2. Non-commercial gasoline	-0-	-0-
3. Civil aircraft	431,131.00	431,131.00
4. Any liquid fuel other than gasoline	181,802.00	181,802.00
5. Gasoline - Retailer's tax	4,739.00	4,739.00
6. Airline Ticket Refund	-0-	-0-
Total Reimbursement for Tax Refunds	617,672.00	617,672.00
Net Tax Receipts	(617,672.00)	(617,672.00)
C. Federal Payments	-0-	-0-
D. Transfers from the General Fund	-0-	-0-
E. Interest on Investments	2,640,874.31	8,079,317.51
Net Receipts	2,023,202.31	7,461,645.51
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	(10.85)	93,999,979.15
2. Grants-in-Aid for Airports	33,874,941.88	55,518,019.51
3. Facilities and Equipment	30,583,964.27	51,459,952.59
4. Research and Development	5,658,575.50	12,302,357.45
B. Aviation Advisory Commission-Salary and Expenses	-0-	-0-
C. Interest on Refunds of Taxes	22,468.00	22,468.00
Total Expenditures	70,139,938.80	213,302,776.70
IV. BALANCE END OF PERIOD	4,512,990,226.52	4,512,990,226.52

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 483,250.24	
Operations	20.85	
Grants-in-Aid for Airports	(1,317,882.80)	
Facilities and Equipment	11,056,216.50	
Research and Development	1,195,621.73	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 11,417,226.52
INVESTMENT: U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
11-5/8% maturing June 30, 1982	4,501,573,000.00	4,501,573,000.00
Total Assets		4,512,990,226.52
LIABILITIES		-0-
EQUITY:		
Excess Assets over Liabilities		$4,512,990,226.52
Total Liabilities and Equity		4,512,990,226.52

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CAB'S SCHAFFER ADVOCATES CUTBACK IN GA SLOTS

Civil Aeronautics Board Member Gloria Schaffer said last week that cutting back general aviation operations in areas controlled by major FAA en route control facilities would be the most effective way of accommodating the needs of the general public in the current period of reduced system capacity. Schaffer, in an interview, said the greatest number of people could be served by "slightly shaving" the percentage of general aviation slots.

An aide to Schaffer said later she is concerned about providing sufficient slots for the so-called "new entrant" airlines—a number of which have been prevented from starting or expanding service because they could not obtain slots. He said a very small reduction in the number of GA slots, perhaps 100 to 200 per day, would be sufficient to alleviate the problem. He also said the matter has been discussed by other CAB members and that they plan to contact FAA about their proposal.

Schaffer said FAA's policy of maintaining the same pre-strike ratio of operations between the various types of flying—treating general aviation and commercial aviation equally—is not serving the general public. She said GA compromises 35-50 percent of operations at the major control centers, which she termed a "hefty" portion of the system for a small number of people.

A number of CAB members believe the board should play a larger role in slot allocation on grounds that FAA's process of allocating slots is resulting in economic determinations that could thwart the intent of deregulation. CAB has been under pressure from new entrants who are upset with FAA's latest policy statement defining a new entrant as a carrier that had filed with CAB before Aug. 3, 1981 and was not operating on Feb. 17 *(BA, Feb. 22/58)*. A number of interests have apparently been lobbying to roll back the cutoff date to include a number of carriers formed in the past few years as new entrants and give them priority in obtaining additional slots as increases in system capacity occur. All five CAB members and Donald Segner, FAA associate administrator for policy and international aviation and FAA Chief Counsel Sandy Murdock were scheduled to meet to discuss the situation late Friday afternoon.

MARKETERS FEEL SLUMPING GA AIRCRAFT MARKET HAS NOT BOTTOMED OUT

Sales of new general aviation aircraft have been very slow in the first two months of 1982 and interviews with marketing officials of three major manufacturers last week indicate the situation is likely to get worse before it gets better. Shipments of new GA aircraft during the first two months of 1982 were running about 40 percent behind last year's pace and it now appears highly unlikely that the industry will come close to the 1982 forecast of 8,200 aircraft made by the General Aviation Manufacturers Association *(BA, Jan. 18/17)*.

Bob Lair, senior vice president-marketing for Cessna, said he is "really concerned about where this thing is going to bottom out." He noted that even some of the more active markets in the Sun Belt and sales to energy-related companies have started to slow down and predicted that this trend may continue if oil prices keep dropping. Cessna recently announced a new financing program that will provide up to 100 percent financing for buyers of new aircraft in an attempt to stimulate sales of 1982 models and the 1981 models still in inventory *(BA, March 1/66)*. While that program is expected to help, Lair acknowledges that,

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — FEBRUARY UNIT SHIPMENTS

Manufacturer		Feb. 82	Cal. Year	Fisc.* Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	2	13
BE-A24R	Sierra	1	4	6
BE-F33A	Bonanza	3	6	21
BE-V35B	Bonanza	2	6	11
BE-A36	Bonanza	17	28	85
BE-A36TC	Bonanza	0	0	3
BE-77	Skipper	0	0	7
• Multi-Engine				
BE-B55	Baron	1	4	14
BE-E55	Baron	0	1	1
BE-58	Baron	6	10	39
BE-58P	Baron	0	3	18
BE-58TC	Baron	1	2	3
BE-B60	Duke	2	3	9
BE-76	Duchess	1	2	5
BE-C90	King Air	6	6	25
BE-F90	King Air	3	6	18
BE-C99	Commuter	0	4	18
BE-B100	King Air	1	2	7
BE-200	Super King Air	17	32	86
BE-200	Super King Air C	3	4	8
BE-200T	King Air	0	0	2
Total		65	125	403
	Manufacturer's Net Billing - $45,521,236 (Foreign breakout not available.)			
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	2	4	12
	Model B	1	1	3
Total		3	5	15
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	2	3	9
BN-2T	Turbo Islander	0	0	2
Mark III	Trislander	3	3	3
Total		5	6	14
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		26	39	131
CE-A152	Aerobat	1	2	12
CE-172RG	Cutlass	8	21	66
CE-R172	Hawk XP	0	0	3
CE-172	Skyhawk	37	69	244
CE-180	Skywagon	0	0	8
CE-182	Skylane	17	33	106
CE-182	Turbo Skylane	3	3	14
CE-182RG	Skylane	15	21	36
CE-182RG	Turbo Skylane	3	7	23
CE-185	Skywagon	9	16	45
CE-188	AgHusky	2	5	25
CE-188	AgTruck	3	8	15
CE-U206	Stationair 6	13	22	72
CE-TU206	Stationair 6	16	23	65
CE-208	Stationair 8	1	4	9
CE-TU208	Stationair 8	2	2	3
CE-210	Centurion	5	9	28
CE-T210	Centurion	10	25	95
CE-P210	Centurion	1	4	26
• Multi-Engine				
CE-303	Crusader	14	32	63
CE-310		0	0	1
CE-T310		0	0	2
CE-335		0	0	1
CE-340		5	6	13
CE-402		3	8	25
CE-404	Titan	3	3	7
CE-414	Chancellor	4	10	27
CE-421	Golden Eagle	3	4	22
CE-425	Corsair	8	13	42
CE-441	Conquest	6	12	35
CE-500	Citation I	4	6	24
CE-550	Citation II	10	16	48
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		2	3	12
CE-FA152	Aerobat	0	0	0
CE-F172	Skyhawk	7	11	15
CE-FR172	Hawk XP	2	3	3
CE-F182	Reims Skylane	0	0	0
CE-F182	Reims Skylane RG	0	0	0
Total		243	440	1,366
	Manufacturer's Net Billing - $64,775,260			

Manufacturer		Feb. 82	Cal. Year	Fisc.* Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	3	7
AD-My.20	Falcon	3	4	9
AD-My.50	Falcon	3	9	17
Total		8	16	33
EMBRAER				
• Single-Engine				
EMB-200		3	7	10
EMB-201	Ipanema	0	0	0
EMB-710	Carioca (PA-28-235 Dakota)	2	4	8
EMB-711	Corisco (PA-28RT-201 Arrow)	6	7	8
EMB-712	Tupi (PA-28-181 Archer II)	1	2	5
EMB-720	Minuano (PA-32-310 Saratoga)	1	2	4
EMB-721	Sertanejo (PA-32R-301 Saratoga SP)	3	6	8
• Multi-Engine				
EMB-110		4	6	28
EMB-121	Xingu	0	1	3
EMB-810	Seneca II	2	7	14
EMB-820	Chieftain	0	0	2
Total		22	41	90
ENSTROM				
• Helicopter				
F28F		*	*	5
F-28C-II		*	*	2
280C		*	*	0
280F		*	*	1
Total		*	*	8
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		5	6	27
Merlin III-C		1	2	11
Merlin IV-C		1	3	9
Total		7	11	47
	Manufacturer's Net Billing - $11,662,000 (Foreign breakout: 1 Metro III to Israel and another to Denmark)			
GATES LEARJET				
• Multi-Engine				
LR-25D		0	1	8
LR-35A		4	5	33
LR-55		3	6	15
Total		7	12	56
GULFSTREAM AMERICAN CORP.				
• Single-Engine				
GR-164	Agcat	0	1	5
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	2	2	11
COMMANDER DIVISION				
• Multi-Engine				
AE-840	Turbo Commander	0	2	12
AE-900	Commander 900	1	1	1
AE-980		0	0	2
AE-1000		2	4	22
Total		5	10	54
	Manufacturer's Net Billing - $22,263,000 (Foreign breakout not available)			
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	3	7	16
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	3	13
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-6-235		2	4	9
Total		2	4	11
	Manufacturer's Net Billing - $85,861			

Manufacturer		Feb. 82	Cal. Year	Fisc.≠ Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	4
Marquise		1	2	10
Diamond		0	0	0
Total		1	2	14
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	8	21	56
M-20K	231	13	20	57
Total		21	41	113
(Foreign breakout: 1 Model 201 each to Venezuela, Australia, South Africa; 1 Model 231 to West Germany.)				
PIPER AIRCRAFT CORP.				
• Single Engine				
PA-18-150	Super Cub	3	4	7
PA-28-161	Warrior	7	16	74
PA-28-181	Archer II	10	14	51
PA-28RT-201	Arrow IV	2	2	14
PA-28RT-201T	Arrow IV	6	10	36
PA-28-236	Dakota	1	4	22
PA-32-301	Saratoga	7	10	26
PA-32-301T	Turbo Saratoga	4	5	11
PA-32R-301	Saratoga SP	5	10	37
PA-32R-301T	Turbo Saratoga SP	4	7	36
PA-3[illegible]-375	Pawnee Brave	0	0	10
PA-38-112	Tomahawk	5	17	68

Manufacturer		Feb. 82	Cal. Year	Fisc.≠ Year
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	1	2	8
PA-31-325	Navajo C/R	4	7	14
PA-31-350	Chieftain	9	15	58
PA-31T-501TI	Cheyenne I	2	3	4
PA-31T-620	Cheyenne II	0	1	4
PA-31T2-620	Cheyenne II XL	4	7	17
PA-42-720	Cheyenne III	2	5	13
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	16	30	105
PA-44-180	Seminole	1	2	2
PA-44-180T	Seminole	0	2	7
PA-600A	Aerostar	1	1	3
PA-601B	Aerostar	0	0	0
PA-610P	Aerostar	0	0	0
PA-602P	Aerostar	4	7	7
PA-T1020		0	0	2
Total		96	181	650
(Foreign breakout not available.)				
Piper delivery figures and billings include aircraft kits shipped to Embraer under the co-production agreement between the companies.				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65	Sabreliner	0	2	6
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	1	1	1
SD-3-30		0	1	4
Total		1	4	11
SINGLE ENGINE TOTAL		290	531	1,750
MULTI-ENGINE TOTAL		189	352	1,113
HELICOPTER TOTAL		*	*	8
GRAND TOTAL		479	883	2,871

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	February			Cal. Year to Date			Fiscal Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	66	106	119	125	198	221	403	529	570
British Aerospace	3	2	2	5	2	4	15	4	13
Britten-Norman	5	0	2	6	4	6	14	18	23
Cessna	243	346	611	440	680	1,430	1,366	2,257	3,541
Dassault	8	8	3	16	14	9	33	35	20
Embraer	22(7)	21(14)	18(8)	41(14)	47(26)	38(15)	90(41)	146(60)	221(61)
Enstrom	*	5	0	*	10	0	8	22	0
Fairchild	7	6	4	11	5	8	47	28	30
Gates	7	5	8	12	12	14	56	50	47
Gulfstream	5	30	7	10	53	15	54	146	65
Israel	3	2	1	7	4	5	16	14	13
Lake	2	4	6	3	7	12	13	23	40
Maule	2	4	8	4	7	11	11	17	24
Mitsubishi	1	2	3	2	4	10	14	14	29
Mooney	21	22	36	41	41	63	113	116	166
Piper	98	219	327	181	394	596	650	1,018	1,498
Rockwell	0	3	9	2	5	18	6	13	60
Short	1	0	1	4	0	4	11	5	5
Total	479	777	1,155	883	1,466	2,441	2,871	4,369	6,205

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures are not available from the manufacturer.
≠ Fiscal Year: Oct. 1 through Sept. 30.

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GAR PROGRAM TO BE MODIFIED IN TWO ATC REGIONS

Federal Aviation Administration has decided to modify its General Aviation Reservation (GAR) program by exempting turboprop and turbocharged aircraft from GAR requirements in two air traffic control regions. The rule modification, which will become effective April 19, will affect aircraft operating between 18,000 feet and 28,000 feet inclusive in airspace controlled by the en route air traffic control centers in Salt Lake City and Seattle. Turboprop and turbocharged aircraft operating in those areas will no longer be required to make a reservation to obtain an operating slot.

A number of aviation interest groups have been lobbying for such a change since the GAR program was instituted last year. The removal of GAR restrictions for those aircraft in two regions is viewed as a test that may lead to similar action in the rest of the U.S. An FAA official said the new program "is a start and we'll see how it works out" before expanding the program to other areas. Turbojet operations above 29,000 feet were previously exempted from the GAR program nationwide *(BA, Nov. 2/137)*.

RANSOME ORDER LAUNCHES AEROSPATIALE-AERITALIA ATR 42 PROGRAM

Ransome Airlines of Philadelphia has placed firm orders for six ATR 42 aircraft, thus launching the new commuter being developed jointly by France's Aerospatiale and Italy's Aeritalia. The first of Ransome's ATR 42s, valued at a total of $30 million, are to be delivered in the fourth quarter of 1985. They will be powered by Pratt & Whitney of Canada 100/2 engines.

Dawson Ransome, president of the airline, said the ATR 42 aircraft, to be configured with 44 passenger seats, will be used on routes now flown by 27-passenger Nord 262s and 26-passenger Mohawk 298s, a conversion of the basic Nord 262. The new aircraft will be used on some of Ransome's existing routes and on less dense routes the carrier hopes to have by 1985, Ransome said.

Asked if the purchase of the French-Italian aircraft was related to the carrier's recent decision to sever ties with the Allegheny Commuter network *(BA, March 29/97)*, Ransome said, "It is not a direct tie-in to that decision." He said the ATR 42 purchases were part of the carrier's long-range planning and a move that does not impact plans to buy additional 50-passenger DHC-7 aircraft from de Havilland Aircraft of Canada.

Ransome has been operating: four Mohawks 298s that are on lease from USAir until 1985; seven Nord 262s; and six Dash 7s. The carrier's seventh Dash 7 was scheduled for delivery to Ransome headquarters in Philadelphia late last week, the first to carry the new Ransome paint scheme that features the airline's logo on the tail. The aircraft currently in the Ransome fleet will be repainted at a rate of about one per month, with completion scheduled by early June.

Despite the decision to purchase the ATR 42s, other Ransome officials stressed that the carrier plans to employ Dash 7s as the mainstay of its fleet for the foreseeable future. The carrier plans to take delivery of another seven Dash 7s at a rate of two to three per year.

The ATR 42 schedule calls for rollout of the first prototype in June 1984 and first flight in August of 1984. A second prototype is to fly in October 1984, and certification in Europe and the U.S. is expected during the third quarter of 1985, permitting initial deliveries to customers in the fourth quarter of 1985. Ransome deliveries could begin in November of 1985, Aerospatiale said.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — MARCH UNIT SHIPMENTS

		March 82	Cal. Year	Fisc. Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	1	3	14
BE-A24R	Sierra	2	6	8
BE-F33A	Bonanza	3	9	24
BE-V35B	Bonanza	1	7	12
BE-A36	Bonanza	12	40	101
BE-A36TC	Bonanza	11	11	14
BE-77	Skipper	1	1	8
• Multi-Engine				
BE-B55	Baron	2	6	16
BE-E55	Baron	1	2	2
BE-58	Baron	3	13	42
BE-58P	Baron	4	7	22
BE-58TC	Baron	0	2	3
BE-B60	Duke	0	3	9
BE-76	Duchess	6	8	11
BE-C90	King Air	4	10	29
BE-F90	King Air	4	10	22
BE-C99	Commuter	3	7	21
BE-B100	King Air	2	4	9
BE-200	Super King Air	11	43	97
BE-200	Super King Air C	1	5	9
BE-200T	King Air	0	0	2
Total		72	197	475
Manufacturer's Net Billing - $39,417,716 (Exports not available)				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700 Model A		1	5	13
HS-125-700 Model B		0	1	4
Total		1	6	17
BRITTEN-NORMAN (Gembridge) LTD.				
• Multi-Engine				
BN-2	Islander	1	4	10
BN-2T	Turbo Islander	0	0	2
Mark III Trislander		1	4	4
Total		2	8	16
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		36	75	167
CE-A152	Aerobat	3	5	15
CE-172RG	Cutlass	14	35	80
CE-R172	Hawk XP	0	0	3
CE-172	Skyhawk	48	117	292
CE-180	Skywagon	0	0	8
CE-182	Skylane	23	56	129
CE-182	Turbo Skylane	4	7	18
CE-182RG	Skylane RG	5	26	41
CE-182RG	Turbo Skylane RG	4	11	27
CE-185	Skywagon	5	21	50
CE-188	AGhusky	4	9	29
CE-188	AGtruck	1	9	16
CE-U206	Stationair 6	20	42	92
CE-TU206	Turbo Stationair 6	7	30	72
CE-208	Stationair 8	2	6	11
CE-TU208	Turbo Stationair 8	0	2	3
CE-210	Centurion	11	20	39
CE-T210	Turbo Centurion	8	33	103
CE-P210	Pressurized Centurion	11	15	37
• Multi-Engine				
CE-303	Crusader	18	50	81
CE-310		0	0	1
CE-T310		0	0	2
CE-335		1	1	2
CE-340		6	12	19
CE-402		9	17	34
CE-404	Titan	4	7	11
CE-414	Chancellor	4	14	31
CE-421	Golden Eagle	3	7	25
CE-425	Corsair	3	16	45
CE-441	Conquest	6	18	41
CE-500	Citation I	1	7	25
CE-550	Citation II	13	29	61
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		7	10	19
CE-FA152	Aerobat	1	1	1
CE-F172	Skyhawk	3	14	18
CE-FR172	Hawk XP	1	4	4
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		286	726	1,652

		March 82	Cal. Year	Fisc. Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	5	9
AD-My.20	Falcon	1	5	10
AD-My.50	Falcon	5	14	22
Total		8	24	41
EMBRAER				
• Single-Engine				
EMB-200		1	8	11
EMB-201	Ipanema	0	0	0
EMB-710	Carioca (PA-28-235 Dakota)	1	5	9
EMB-711	Corisco (PA-28RT-201 Arrow)	3	10	11
EMB-712	Tupi (PA-28-181 Archer II)	0	2	5
EMB-720	Minuano (PA-32-310 Saratoga)	1	3	5
EMB-721	Sertanejo (PA-32R-301 Saratoga)	6	6	8
• Multi-Engine				
EMB-110		3	9	31
EMB-121	Xingu	0	1	3
EMB-810	Seneca II	2	9	16
EMB-820	Chieftain	0	0	2
Total		11	53	101
ENSTROM				
• Helicopter				
F28F		*	*	5
F28C-II		*	*	2
280C		*	*	0
280F		*	*	1
Total		*	*	8
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		5	11	32
Merlin III-C		0	2	11
Merlin IV-C		2	5	11
Total		7	18	54
(Exports: 1 Metro III to West Germany and Belgium; 1 Merlin IV-C to West Germany; Export billing: $8,169,000)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	1	8
LR-35A		7	12	40
LR-55		7	13	22
Total		14	26	70
GULFSTREAM-AMERICAN				
• Single Engine				
GR-164	Agcat	0	1	5
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	1	3	12
AE-900	Commander 900	2	3	0
AE-840	Turbo Commander	0	2	12
AE-980		1	0	2
AE-1000		4	8	26
Total		8	14	58
(Exports: 1 GR-1159A to Saudi Arabia; 1 1000 to Australia)				
Manufacturer's Net Billing - $17,135,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	7	16
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	0	3	13
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-6-235		5	9	14
Total		5	9	16
Manufacturer's Net Billing - $253,754				
MITSUBISHI				
• Multi-Engine				
Solitaire		2	2	6
Marquise		1	3	11
Total		3	5	17
(Exports: 1 Solitaire to Italy)				

		March 82	Cal. 82	Fisc. 82
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		10	31	66
M-20K 231		8	28	65
Total		18	59	131
(Exports: 1 M-20K 231 to France				
1 M-20J 201 to South Africa				
1 M-20J 201 to Australia)				
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	4	7
PA-28-161	Warrior	20	36	94
PA-28-181	Archer II	17	31	68
PA-28RT-201	Arrow IV	4	6	18
PA-28RT-201T	Arrow IV	7	17	43
PA-28-236	Dakota	4	8	26
PA-32-301	Saratoga	4	14	30
PA-32-301T	Saratoga	5	10	16
PA-32R-301	Saratoga SP	3	13	40
PA-32R-301T	Saratoga SP	5	12	41
PA-38-112	Tomahawk	13	30	81
PIPER AIRCRAFT CORP. (continued)				
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	2	4	10
PA-31-325	Navajo C/R	1	8	15
PA-31-350	Chieftain	9	24	67
PA-31T-501T	Cheyenne I	1	4	5
PA-31T-620	Cheyenne II	0	1	4
PA-31T2-620	Cheyenne II XL	5	12	22
PA-42-720	Cheyenne III	2	7	15
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	20	50	125
PA-44-180	Seminole	0	2	2
PA-44-180T	Seminole	2	4	9
PA-600A	Aerostar	0	1	3
PA-602P	Aerostar	6	13	13
PA-T1020		1	1	3
Total		131	312	771
Manufacturer's Net Billing - $21,433,600				
(Exports: 43 Units)				
ROCKWELL INTL.				
• Multi-Engine				
NA-65 Sabreliner		0	0	2
SHORT BROTHERS, LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		0	1	4
Total		0	2	5

* Data not available from manufacturer

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	March			Calendar Year to Date			Fiscal Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	72	131	133	197	329	354	475	660	703
Bellanca	-	-	11	-	-	66	-	-	154
British Aerospace	1	5	0	6	9	2	17	19	11
Britten-Norman	2	3	0	8	7	6	16	21	23
Cessna	286	469	520	726	1,149	1,950	1,652	2,726	4,061
Dassault	8	10	5	24	23	14	41	45	25
Embraer	11(4)	18(6)	34(10)	52(18)	65(32)	72(25)	100(35)	164(66)	255(71)
Enstrom	*	4	3	*	14	4	*	26	4
Fairchild-Swearingen	7	9	11	18	14	19	54	35	41
Gates	14	12	12	26	24	26	70	62	59
Gulfstream	8	28	4	17	81	19	58	174	69
Israel	*	2	2	*	6	7	*	16	15
Lake	0	3	8	3	10	20	13	36	48
Lockheed	-	-	0	-	-	2	-	-	3
Maule	5	2	3	9	9	14	16	19	27
Mitsubishi	3	*	6	5	4	16	17	14	35
Mooney	18	29	34	59	70	97	131	144	200
Piper	131	289	305	312	683	901	781	1,307	1,803
Rockwell	0	6	13	0	11	31	2	19	73
Short	0	0	3	0	0	8	0	5	9
TOTAL	566	1,008	1,083	1,462	2,475	3,581	3,443	5,384	7,434

* Data not available from manufacturer

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SOME BELL 222 HELICOPTERS GROUNDED PENDING DRIVE LINK RETROFIT

Approximately 20 Bell Model 222 helicopters were grounded by FAA last week following the fatal crash of a Model 222 that resulted in the deaths of all three persons on board. Aircraft affected by the emergency airworthiness directive may not be flown until improved main rotor blade flight control drive link assemblies are installed.

National Transportation Safety Board said the accident occurred near Hinton, Okla. on April 16 and involved a helicopter, N2152J, operated by Galaxy Aviation of Oklahoma City, Okla. Eyewitnesses reported that the helicopter's tail boom and other large components separated during cruise flight. NTSB said preliminary investigation indicates that one of the two main rotor blade flight control drive link assemblies had fractured, adding that metallurgical examination of the fractured surfaces "indicated a fatigue (crack) present across about one-third of the cross-sectional area of the link assembly web, which had been operating 115 hours at the time of the accident."

NTSB issued a safety recommendation on April 23 calling for inspections of the drive link assembly, P/N 222-010-460-101, and eventual replacement with an improved assembly. FAA issued two emergency ADs—one on April 23 that basically incorporated the NTSB recommendations and a second on April 26 that called for immediate grounding of all 222s with the -101 drive link assembly. Bell also issued an Alert Service Bulletin on April 26 telling operators to replace the assemblies.

A Bell spokesman told *BA* last week that about 15 or 20 Model 222s are currently equipped with the -101 drive link assemblies and are affected by the AD. Bell began offering an improved drive link assembly, P/N 222-011-416-101/103 last fall and the improved assembly had previously been installed in about 45 of the 65 Model 222s currently in service. Some 79 Model 222s have rolled off the Bell assembly line and those still in Bell's possession will be retrofitted before delivery.

The Bell spokesman said all operators affected by the grounding order have received the new assemblies, which Bell is providing without charge. Approximately two to three man-hours are required to install the new assemblies.

CESSNA WINS FAA TYPE CERTIFICATION FOR CITATION III

Cessna Aircraft received basic FAA type certification for the company's Citation III business jet Friday following more than 1,700 hours of flight test by company and FAA test pilots. Deliveries of the 12-place aircraft, which has a range of 2,500 nautical miles, are scheduled to begin in December. Cessna previously announced that it would conduct a series of intensive post-certification flight tests to detect any potential operating problems before customers receive their aircraft.

Cessna said it has more than 140 orders for the Citation III, with production sold out well into 1985. Current price of the aircraft is $5,196,000 in 1981 dollars. The Citation III is powered by TFE731-3B-100S turbofans and will operate at altitudes up to 51,000 feet.

Cessna has originally anticipated initial deliveries in December 1981. However, in mid-1980 *(BA, June 30, 1980/201)*, the company announced a delay in that schedule to accomodate the stringent certification requirements of Part 25 and a number of special conditions mandated by FAA because of the plane's 51,000-foot operating altitude.

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STATUS OF AIRPORT AND AIRWAY TRUST FUND
February 28, 1982

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,603,500,860.69	$4,718,831,357.71
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	-0-	-0-
	2. Tires used on aircraft	-0-	-0-
	3. Tubes used on aircraft	-0-	-0-
	4. Gasoline:		
	a. Commercial 4 cents tax	-0-	-0-
	b. Non-commercial 4 cents tax	-0-	-0-
	c. Non-commercial 3 cents tax	-0-	-0-
	5. Transportation by air, seats, berths, etc.	-0-	-0-
	6. Use of international travel facilities	-0-	-0-
	7. Transportation of property and cargo	-0-	-0-
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	-0-	-0-
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial aviation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	257,237.00	688,368.00
	4. Any liquid fuel other than gasoline	3,345.00	185,147.00
	5. Gasoline - Retailer's tax	569.00	5,308.00
	6. Airline Ticket Refund	-0-	-0-
	Total Reimbursement for Tax Refunds	261,151.00	878,823.00
	Net Tax Receipts	(261,151.00)	(878,823.00)
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	913,885.24	270,525,991.85
	Net Receipts	652,734.24	269,647,168.85
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(1,769.00)	152,645,679.20
	2. Grants-in-Aid for Airports	18,896,169.83	136,899,012.62
	3. Facilities and Equipment	22,589,869.65	111,758,334.69
	4. Research, Engineering and Development	7,342,463.84	31,826,171.44
B.	Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C.	Interest on Refunds of Taxes	27,949.00	50,417.00
	Total Expenditures	48,854,683.32	433,179,614.95
IV.	BALANCE-END OF PERIOD	4,555,298,911.61	4,555,298,911.61

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 1,824.58	
Operations	4,320.80	
Grants-in-Aid for Airports	17,801,124.09	
Facilities and Equipment	19,757,834.40	
Research and Development	9,171,807.74	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 46,736,911.61
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
11-5/8% maturing June 30, 1982	4,246,470,000.00	
12-1/8% maturing June 30, 1982	3,000,000.00	
12-3/8% maturing June 30, 1982	259,092,000.00	4,508,562,000.00
Total Assets		4,555,298,911.61
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,555,298,911.61
Total Liabilities and Equity		4,555,298,911.61

Department of Treasury Chart

Bureau of Government Financial Operations
Division of Financial Management
Trust & Revolving Funds Branch

C9700-3 5/17/82

THE WEEKLY OF BUSINESS AVIATION

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GULFSTREAM APPROVES DESIGN STUDY OF NEW BUSINESS JET

Commander Division of Gulfstream American has been given the go-ahead for an in-depth design and development study of a completely new twin-engine Commander business jet. The new aircraft would be based on the design of the company's Peregrine military trainer *(see photo on the back of Page 154),* but officials emphasized that the commercial aircraft program is not dependent upon the Peregrine winning a military contract.

Robert H. Cooper, vice president-marketing at the Commander Division, told *BA* Friday the proposed aircraft would be smaller than jets currently available and would provide "better performance than anything in the lower end of the jet line," as well as better fuel economy. The design/development study, which is expected to take six months to complete, follows informal discussions with potential customers that Cooper said indicated considerable interest in such an aircraft. The six-seven-place aircraft would be powered by two 1,500-pound thrust engines. Powerplants under consideration include the Garrett TFE76 and the Williams (civilian version) FJ44, both of which are still undergoing testing.

Cooper, who emphasized that Gulfstream is not committing itself to production at this time, said the company has an "excellent basis" from which to pursue the program because of work done in the last four to five years on the Hustler and Peregrine aircraft. If Gulfstream does decide to build such an aircraft, Cooper said first deliveries would probably occur in 1986.

STILLWELL REPLACES COMBS AS PRESIDENT OF GATES LEARJET

Bermar S. (Bib) Stillwell, 53, an Australian native who joined Gates Learjet Corp. in 1979 as head of marketing, was named president of GLC last week at the company's annual shareholders meeting in Tucson, Ariz. Stillwell replaces Harry B. Combs, 69, who was named vice chairman of the corporation. Combs, who had been president of GLC since 1971, also was named chairman of the board's executive committee and officials said he will serve as a senior advisor to top management. Combs has been reducing his involvement in day-to-day activities of the company for some time and no major change in the operation of GLC is expected to result. The company announced a series of senior management changes about one year ago *(BA, June 1/170).* Charles C. Gates, 60, will continue as chairman of the board.

Stillwell was named executive vice president of GLC in March *(BA, March 22/90)* and also has continued to serve as general manager of the Aircraft Division. He was recently granted permanent residence in the U.S., clearing his way to serve as an officer of the company.

KASSEBAUM DROPPING AIRPORT DEFEDERALIZATION FROM ADAP PROPOSAL

Sen. Nancy Kassebaum (R-Kan.) said she plans to propose a number of changes in Airport Development Aid Program (ADAP) legislation passed by the Senate Commerce Committee a year ago *(BA, May 4, 1981/137),* including removal of a controversial provision that mandated removal of some airports from participation in the ADAP program. Removal of the defederalization section of the bill is likely to increase chances for passage of ADAP legislation this year.

Kassebaum, chairman of the Senate aviation subcommittee, told reporters last Thursday she plans to work for a five-year program with significantly higher funding for airport grants. Included in the Kasse-

(Continued on the following page)

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — APRIL UNIT SHIPMENTS

Manufacturer	April 82	Cal. Year	Fisc.$ Year
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-C23 Sundowner	1	4	15
BE-A24R Sierra	1	7	9
BE-F33A Bonanza	1	10	25
BE-V35B Bonanza	1	8	13
BE-A36 Bonanza	3	43	104
BE-A36TC Bonanza	15	26	29
BE-77 Skipper	0	1	8
• Multi-Engine			
BE-B55 Baron	1	7	17
BE-E55 Baron	0	2	2
BE-58 Baron	0	13	42
BE-58P Baron	2	9	24
BE-58TC Baron	0	2	3
BE-B60 Duke	1	4	10
BE-76 Duchess	4	12	15
BE-C90 King Air	6	16	35
BE-F90 King Air	4	14	26
BE-C99 Commuter	6	13	27
BE-B100 King Air	0	4	9
BE-200 Super King Air	10	53	107
BE-200C Super King Air C	0	5	9
BE-200T King Air	2	2	4
Total	58	255	533
Manufacturer's Net Billing - $41,332,637			
BRITISH AEROSPACE			
• Multi-Engine			
HS-125-700 Model A	1	6	14
HS-125-700 Model B	1	2	4
Total	2	8	18
BRITTEN-NORMAN (Bembridge) LTD.			
• Multi-Engine			
BN-2 Islander	2	6	12
BN-2T Turbo Islander	0	0	2
Mark III Trislander	0	4	4
Total	2	10	18
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-152	11	86	178
CE-A152 Aerobat	2	7	17
CE-172RG Cutlass	4	39	84
CE-R172 Hawk XP	2	2	5
CE-172 Skyhawk	27	144	319
CE-180 Skywagon	0	0	8
CE-182 Skylane	13	69	142
CE-182 Turbo Skylane	0	7	18
CE-182RG Skylane RG	4	30	45
CE-182RG Turbo Skylane RG	0	11	27
CE-185 Skywagon	6	27	56
CE-188 AGhusky	5	14	34
CE-188 AGtruck	1	10	17
CE-U206 Stationair 6	9	51	101
CE-TU206 Stationair 6	10	40	82
CE-208 Stationair 8	4	10	15
CE-TU208 Stationair 8	2	4	5
CE-210 Centurion	8	28	47
CE-T210 Turbo Centurion	10	43	113
CE-P210 Pressurized Centurion	3	18	40
• Multi-Engine			
CE-303 Crusader	17	67	98
CE-310	0	0	1
CE-T310	0	0	2
CE-335	0	1	2
CE-340	2	14	21
CE-402	0	17	34
CE-404 Titan	1	8	12
CE-414 Chancellor	1	15	32
CE-421 Golden Eagle	0	7	25
CE-425 Corsair	2	18	47
CE-441 Conquest	6	24	47
CE-500 Citation I	2	9	27
CE-550 Citation II	8	37	69
CESSNA/REIMS AVIATION			
• Single-Engine			
CE-F152	3	13	22
CE-FA152 Aerobat	1	2	2
CE-F172 Skyhawk	6	20	24
CE-FR172 Hawk XP	0	4	4
CE-F182 Reims Skylane	0	0	0
CE-F182 Reims Skylane RG	0	0	0
Total	170	896	1,822
Manufacturer's Net Billing - $44,664,352			

Manufacturer	April 82	Cal. Year	Fisc.$ Year
AVIONS MARCEL DASSAULT			
• Multi-Engine			
AD-My.10 Falcon	0	5	9
AD-My.20 Falcon	0	5	10
AD-My.50 Falcon	2	16	24
Total	2	26	43
EMBRAER			
• Single-Engine			
EMB-200	4	12	15
EMB-710 Carioca (PA-28-235 Dakota)	1	6	10
EMB-711 Corisco (PA-28RT-201 Arrow)	8	18	19
EMB-712 Tupi (PA-28-181 Archer II)	1	3	6
EMB-720 Minuano (PA-32-310 Saratoga)	5	8	10
EMB-721 Sertanejo (PA-32R-301 Saratoga SP)	2	8	10
• Multi-Engine			
EMB-110	2	11	33
EMB-121 Xingu	1	2	4
EMB-810 Seneca II	1	10	17
EMB-820 Chieftain	0	0	2
Total	25	78	126
ENSTROM †			
• Helicopter			
F28F	*	*	5
F-28C-II	*	*	2
280C	*	*	0
280F	*	*	1
Total	*	*	8
FAIRCHILD-SWEARINGEN			
• Multi-Engine			
Metro III	0	11	32
Merlin III-C	0	2	11
Merlin IV-C	0	5	11
Total	0	18	54
GATES LEARJET			
• Multi-Engine			
LR-25D	2	3	10
LR-35A	1	13	41
LR-55	2	15	24
Total	5	31	75
GULFSTREAM AMERICAN CORP.			
• Single-Engine			
GR-164 Agcat	4	5	9
• Multi-Engine			
G-47 Cougar	0	0	1
AE-840 Turbo Commander	1	3	13
AE-900 Commander 900	3	6	6
AE-980	0	0	2
AE-1000	3	11	29
GR-1159A Gulfstream III	3	4	13
Total	14	29	73
Manufacturers net billing - $38,131,000			
(Exports: 1 AE-900 to Venezuela and S. Africa			
1 AE-1000 to S. Africa and W. Germany			
1 GR-164 to Portugal and Venezuela			
2 GR-164 to S. Africa			
1 GR-1159A to Bermuda)			
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124 Westwind	4	14	23
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200 Buccaneer	0	3	13
MAULE AIRCRAFT			
• Single-Engine			
M-5-180C	0	0	2
M-6-235	4	13	18
Total	4	13	20
Manufacturers net billing - $221,406			

† Enstrom figures do not reflect deliveries after 1981

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BROCKWAY BUYING POCONO; INDICATES INTEREST IN OTHER COMMUTERS

Brockway Inc., the Pennsylvania-based glass container manufacturer, has reached an agreement to acquire its second commuter airline and company officials told *BA* last week the firm is interested in buying other airline operations. Brockway has owned Allegheny Commuter Crown Airways Inc. of Falls Creek, Pa. since 1969 and last week said it will acquire Pocono Airlines Inc., which is based at the Wilkes Barre/Scranton International Airport. Terms of the agreement, which is expected to be consummated within the next month, were not disclosed.

Brockway said Pocono will be operated as a wholly-owned subsidiary under the direction of the carrier's current management and the Pocono name. Walter E. Hoffman, Jr. is president of Pocono and Dan Balish is executive vice president. A Brockway spokesman said there are no current plans to integrate the route system of Pocono—which operates from the Wilkes Barre area to Williamsport, Philadelphia and the New York City area—with that of Crown. Crown operates four routes linking cities in western Pennsylvania with Pittsburgh, Youngstown, Ohio and Parkersburg, W. Va.

Pocono operates two Beech 99s and two Swearingen Metros and has three Saab-Fairchild 340 aircraft on order. Pocono carried 91,454 passengers in 1981. Balish told *BA* the carrier's owners decided to sell because it will put Pocono in a much better financial position. The airline was established in 1965 and has operated as an Allegheny Commuter since 1968.

A Brockway spokesman told *BA* the company originally got into the commuter business to insure that scheduled air service was maintained to its headquarters. He said, however, that Brockway has now established a separate operating division within the company to oversee commuter operations, adding that officials are "interested in opportunities" in the commuter field and would consider acquiring additional airline operations if they become available. He noted that Brockway officials talked with several other carriers before reaching the agreement with Pocono. Brockway had revenues of about $780 million in 1981, good for 368th position in the Fortune 500 ranking.

APPEALS COURT UPHOLDS FLRA DECISION IN CONTROLLER CASE

U.S. Circuit Court of Appeals last Friday upheld the decision by the Federal Labor Relations Authority that revoked the Professional Air Traffic Controllers Organization's status as a labor union and removed it as the exclusive bargaining agent for FAA air traffic controllers *(see related story on Page 188).*

The FLRA decision, handed down last October *(BA, Oct. 26/130),* had been appealed by PATCO, which charged that the agency's decision had been influenced by ex parte communications between FLRA members and representatives of other unions and government officials. The court rejected that argument, stating that "possible ex parte contacts and approaches described . . . did not have any effect on the final decision of the members of the FLRA in the PATCO case."

Although PATCO could now appeal to the U.S. Supreme Court, last week's decision by the Court of Appeals appears to kill any possibility that the FLRA decision will be overturned. One of the members of the court, Judge George MacKinnon, noted that "PATCO was in clear violation" of statutes prohibiting strikes by federal employes. Because of this obvious violation of the law "revocation of PATCO's 'exclusive recognition status' was almost automatic," MacKinnon said.

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – MAY UNIT SHIPMENTS

Manufacturer		May 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	3	7	18
BE-A24R	Sierra	2	9	11
BE-F33A	Bonanza	1	11	26
BE-V35B	Bonanza	1	9	14
BE-A36	Bonanza	0	43	104
BE-A36TC	Bonanza	6	32	35
BE-77	Skipper	3	4	11
• Multi-Engine				
BE-B55	Baron	3	10	20
BE-E55	Baron	0	2	2
BE-58	Baron	3	16	45
BE-58P	Baron	0	9	24
BE-58TC	Baron	0	2	3
BE-B60	Duke	0	4	10
BE-76	Duchess	1	13	16
BE-C90	King Air	2	18	37
BE-F90	King Air	2	16	28
BE-C99	Commuter	1	14	28
BE-B100	King Air	0	4	9
BE-200	Super King Air	14	67	121
BE-200	Super King Air C	1	6	10
BE-200T	King Air	0	2	4
Total		43	298	576
Manufacturer's net billing - $30,879,227				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	2	8	16
HS-125-700	Model B	0	2	4
Total		2	10	20
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	6	12
BN-2T	Turbo Islander	0	0	2
Mark III	Trislander	0	4	4
Total		0	10	18
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		24	110	202
CE-A152	Aerobat	1	8	18
CE-172RG	Cutlass	4	43	88
CE-R172	Hawk XP	0	2	5
CE-172	Skyhawk	17	161	336
CE-180	Skywagon	1	1	9
CE-182	Skylane	15	84	157
CE-182	Turbo Skylane	1	8	19
CE-182RG	Skylane RG	0	30	45
CE-182RG	Turbo Skylane RG	2	13	29
CE-185	Skywagon	22	49	78
CE-188	AGhusky	1	15	35
CE-188	AGtruck	13	23	30
CE-U206	Stationair 6	14	65	115
CE-TU206	Turbo Stationair 6	6	46	88
CE-208	Stationair 8	1	11	16
CE-TU208	Turbo Stationair 8	0	4	5
CE-210	Centurion	4	32	51
CE-T210	Turbo Centurion	8	51	121
CE-P210	Pressurized Centurion	11	29	51
• Multi-Engine				
CE-303	Crusader	11	78	109
CE-310		0	0	1
CE-T310		0	0	2
CE-335		0	1	2
CE-340		2	16	23
CE-402		2	19	36
CE-404	Titan	7	15	19
CE-414	Chancellor	3	18	35
CE-421	Golden Eagle	2	9	27
CE-425	Corsair	1	19	48
CE-441	Conquest	4	28	51
CE-500	Citation I	2	11	29
CE-550	Citation II	5	42	74
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		8	21	30
CE-FA152	Aerobat	1	3	3
CE-F172	Skyhawk	5	25	29
CE-FR172	Hawk XP	1	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		199	1,095	2,021
Manufacturer's net billing - $39,172,569				
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	5	9
AD-My.20	Falcon	0	5	10
AD-My.50	Falcon	4	20	28
Total		4	30	47
EMBRAER				
• Single-Engine				
EMB-200		2	14	17
EMB-710	Carioca (PA-28-235 Dakota)	1	7	11
EMB-711	Corisco (PA-28RT-201 Arrow)	2	20	21
EMB-712	Tupi (PA-28-181 Archer II)	1	4	7
EMB-720	Minuano (PA-32-310 Saratoga)	0	8	10
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	9	11
• Multi-Engine				
EMB-110		4	15	37
EMB-121	Xingu	1	3	5
EMB-810	Seneca II	2	12	19
EMB-820	Chieftain	1	1	3
Total		15	93	141
ENSTROM				
• Helicopter				
F28F		0	0	2
F28C-II		0	0	0
280C		0	0	0
280F		0	0	1
Total		0	0	3
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		2	13	34
Merlin III-C		1	3	12
Merlin IV-C		0	5	11
Total		3	21	57
(Exports: 2 Model III to Belgium 1 Model IIIC to Venezuela)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		1	4	11
LR-35A		3	16	44
LR-55		3	18	27
Total		7	38	82
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	5	8	18
AE-900	Commander 900	1	7	7
AE-840	Turbo Commander	1	1	3
AE-980		0	11	29
AE-1000		1	5	14
Total		8	37	81
(Exports: 1 Model 840 to Equador 1 GIII each to Switzerland, Canada, Bermuda)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	2	16	25
Total		2	16	25
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	5	15
Total		2	5	15
Manufacturer's net billing - $178,716				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C	Lunar Rocket	1	1	1
M-6-235		3	16	21
Total		4	17	24

† Fiscal Year: Oct. 1 through Sept. 30.

Manufacturer		May 82	Cal. Year	Fisc.† Year
MITSUBISHI				
• Multi-Engine				
Solitaire		0	2	6
Marquise		0	3	11
Total		0	5	17
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		9	48	83
M-20K 231		6	41	78
Total		15	89	161
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	0	4	7
PA-28-161	Warrior	13	67	125
PA-28-181	Archer II	7	57	94
PA-28RT-201	Arrow IV	0	11	23
PA-28RT-201T	Arrow IV	4	29	55
PA-28-236	Dakota	10	19	37
PA-32-301	Saratoga	5	20	36
PA-32-301T	Turbo Saratoga	0	15	21
PA-32R-301	Saratoga SP	2	22	49
PA-32R-301T	Turbo Saratoga SP	7	24	53
PA-36-375	Pawnee Brave	0	0	10
• Multi-Engine				
PA-38-112	Tomahawk	7	47	98
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	1	6	12
PA-31-325	Navajo C/R	2	12	19
PA-31-350	Chieftain	3	36	79
PA-31T-501T	Cheyenne I	1	5	6
PA-31T-620	Cheyenne II	2	3	6
PA-31T2-620	Cheyenne II XL	2	15	25
PA-42-720	Cheyenne III	1	10	18
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	19	89	164
PA-44-180	Seminole	0	2	2
PA-44-180T	Seminole	0	7	12
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-602P	Aerostar	3	19	19
PA-T1020		3	4	6
Total		92	525	994
Manufacturer's net billing - $16,010,000				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	6
Total		0	2	6
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		5	6	9
Total		5	7	10
SINGLE-ENGINE TOTAL		247	1,352	2,524
MULTI-ENGINE TOTAL		146	885	1,692
GRAND TOTAL		393	2,237	4,216

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	May			Cal. Year to Date			Fiscal Year to Date†		
	1981	1980	1979	1981	1980	1979	1981	1980	1979
Beech	43	116	147	298	594	646	576	943	1,027
Bellanca	0	0	40	0	78	202	5	166	292
British Aerospace	2	2	3	10	16	11	20	25	22
Britten-Norman	0	3	0	10	9	15	18	26	32
Cessna	199	451	717	1,095	2,912	3,328	2,021	5,023	5,269
Dassault	4	5	6	30	25	20	47	36	30
Embraer	15(7)	32(4)	16(3)	93(32)	130(24)	101(21)	141(59)	313(80)	195(39)
Enstrom	*	6	7	*	14	16	*	14	54
Fairchild-Swearingen	3	4	5	21	30	21	57	52	36
Gates	7	4	3	38	48	43	82	81	74
Gulfstream	8	36	59	37	58	193	81	108	491
Israel	2	4	1	16	12	12	25	16	19
Lake	2	11	10	5	37	38	15	65	61
Lockheed	0	1	1	0	4	5	0	4	7
Maule	4	7	9	17	27	27	24	40	40
Mitsubishi	0	3	3	5	20	25	17	39	42
Mooney	15	19	36	89	141	174	161	244	230
Piper	92	218	486	525	1,381	2,634	994	2,283	4,053
Rockwell	0	9	20	2	54	74	4	10	12
Short	5	1	3	7	9	9	10	10	12
TOTAL	393	904	1,589	2,237	5,503	7,595	4,216	9,387	12,044

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available from manufacturer.
† Fiscal Year: Oct. 1 through Sept. 30.

BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JUNE UNIT SHIPMENTS

Manufacturer		June 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	9	20
BE-A24R	Sierra	1	10	12
BE-F33A	Bonanza	3	14	29
BE-V35B	Bonanza	1	10	15
BE-A36	Bonanza	2	45	106
BE-A36TC	Bonanza	5	37	40
BE-77	Skipper	1	5	12
• Multi-Engine				
BE-B55	Baron	1	11	21
BE-E55	Baron	0	2	2
BE-58	Baron	3	19	48
BE-58P	Baron	4	13	28
BE-58TC	Baron	1	3	4
BE-B60	Duke	0	4	10
BE-76	Duchess	0	13	16
BE-C90	King Air	2	20	39
BE-F90	King Air	4	20	32
BE-C99	Commuter	2	16	30
BE-B100	King Air	1	5	10
BE-200	Super King Air	10	77	131
BE-200	Super King Air C	1	7	11
BE-200T	King Air	0	2	4
Total		44	342	620
Manufacturer's net billing - $31,292,341				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	1	9	17
HS-125-700	Model B	1	3	5
Total		2	12	22
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	6	12
BN-2T	Turbo Islander	1	1	3
Mark III	Trislander	0	4	4
Total		1	11	19
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		29	139	231
CE-A152	Aerobat	0	8	18
CE-172RG	Cutlass	7	50	95
CE-R172	Hawk XP	1	3	6
CE-172	Skyhawk	26	187	362
CE-180	Skywagon	0	1	9
CE-182	Skylane	16	100	173
CE-182	Turbo Skylane	3	11	22
CE-182RG	Skylane RG	6	36	51
CE-182RG	Turbo Skylane RG	2	15	31
CE-185	Skywagon	3	52	81
CE-188	AGhusky	5	20	40
CE-188	AGtruck	2	25	32
CE-U206	Stationair 6	12	77	127
CE-TU206	Turbo Stationair 6	4	50	92
CE-208	Stationair 8	3	14	19
CE-TU208	Turbo Stationair 8	5	9	10
CE-210	Centurion	7	39	58
CE-T210	Turbo Centurion	14	65	135
CE-P210	Pressurized Centurion	3	32	54
• Multi-Engine				
CE-303	Crusader	8	86	117
CE-310		0	0	1
CE-T310		0	0	2
CE-335		1	2	3
CE-340		3	19	26
CE-402		3	22	39
CE-404	Titan	0	15	19
CE-414	Chancellor	5	23	40
CE-421	Golden Eagle	1	10	28
CE-425	Corsair	2	21	50
CE-441	Conquest	1	29	52
CE-500	Citation I	5	16	34
CE-550	Citation II	9	51	83
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		7	28	37
CE-FA152	Aerobat	0	3	3
CE-F172	Skyhawk	4	29	33
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		197	1,292	2,218
Manufacturer's net billing - $48,915,008				
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	1	6	10
AD-My.20	Falcon	0	5	10
AD-My.50	Falcon	3	23	31
Total		4	34	51
EMBRAER				
• Single-Engine				
EMB-200		1	15	18
EMB-710	Carioca (PA-28-235 Dakota)	0	7	11
EMB-711	Corisco (PA-28RT-201 Arrow)	3	23	24
EMB-712	Tupi (PA-28-181 Archer II)	4	8	11
EMB-720	Minuano (PA-32-310 Saratoga)	0	8	10
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	10	12
• Multi-Engine				
EMB-110		4	19	41
EMB-121	Xingu	1	4	6
EMB-810	Seneca II	1	13	20
EMB-820	Chieftain	0	1	3
Total		15	108	156
ENSTROM				
• Helicopter				
F28F		*	*	2
F28C-II		*	*	0
280C		*	*	0
280F		*	*	1
Total		*	*	3
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		2	15	36
Merlin III-C		1	4	13
Merlin IV-C		1	6	12
Total		4	25	61
(Exports: 1 IV-C to Portugal 1 III to Sweden and Colombia)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	11
LR-35A		8	24	52
LR-55		9	27	36
Total		17	55	99
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	2	10	20
AE-900	Commander 900	1	8	8
AE-840	Turbo Commander	1	2	4
AE-980		0	11	29
AE-1000		2	7	16
Total		6	43	87
Manufacturer's net billing - $24,251,000				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	2	18	27
Total		2	18	27
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	7	17
Total		2	7	17
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C	Lunar Rocket	1	2	2
M-6-235		5	21	26
Total		6	23	30
Manufacturer's net billing - $292,518 (Exports: 1 M6-235 to England)				
MITSUBISHI				
• Multi-Engine				
Solitaire		2	4	8
Marquise		1	4	12
Total		3	8	20
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	3	51	86
M-20K	231	7	48	85
Total		10	99	171
(Exports: 1 231 to Australia)				

Manufacturer		June 82	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	2	6	9
PA-28-161	Warrior	5	72	130
PA-28-181	Archer II	4	61	98
PA-28RT-201	Arrow IV	0	11	23
PA-28RT-201T	Arrow IV	12	41	67
PA-28-236	Dakota	3	22	40
PA-32-301	Saratoga	2	22	38
PA-32-301T	Turbo Saratoga	2	17	23
PA-32R-301	Saratoga SP	2	24	51
PA-32R-301T	Turbo Saratoga SP	2	26	55
PA-36-375	Pawnee Brave	0	0	10
PA-38-112	Tomahawk	6	53	104
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	2	8	14
PA-31-325	Navajo C/R	2	14	21
PA-31-350	Chieftain	2	38	81
PA-31T-501T	Cheyenne I	1	6	7
PA-31T-620	Cheyenne II	0	3	6
PA-31T2-620	Cheyenne II XL	0	15	25
PA-42-720	Cheyenne III	0	10	18
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	9	98	173
PA-44-180	Seminole	1	3	3
PA-44-180T	Seminole	1	8	13
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-602P	Aerostar	4	23	23
PA-T1020		0	4	6
Total		62	587	1,056
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	6
Total		0	2	6
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		3	9	12
Total		3	10	13
SINGLE-ENGINE TOTAL		241	1,688	2,922
MULTI-ENGINE TOTAL		137	988	1,754
GRAND TOTAL		378	2,676	4,676

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	June			Cal. Year to Date			Fisc. Year to Date†		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	44	119	132	342	640	726	620	971	1,075
Bellanca	0	0	4	0	0	85	5	0	173
British Aerospace	2	2	3	12	17	19	22	27	28
Britten-Norman	1	4	5	11	14	14	19	28	31
Cessna	197	432	413	1,292	2,396	3,325	2,218	3,973	5,436
Dassault	4	5	7	34	47	32	51	69	43
Embraer	15(5)	19(7)	42(14)	108 (32)	118(44)	72(48)	156(49)	217(78)	355(94)
Enstrom§	0	7	6	0	32	20	0	44	20
Fairchild-Swearingen	4	6	11	25	29	41	61	52	63
Gates	17	8	9	55	58	57	99	96	90
Gulfstream	6	16	9	43	205	66	87	298	117
Israel	2	7	5	18	21	17	27	31	21
Lake	2	7	8	7	31	45	17	47	73
Lockheed	0	0	0	0	0	4	0	0	5
Maule	6	2	7	23	20	34	30	30	47
Mitsubishi	3	6	8	8	22	28	20	33	47
Mooney	10	34	30	99	162	171	171	236	274
Piper	62	238	240	587	1,434	1,621	1,056	2,058	2,573
Rockwell	0	5	19	2	26	73	4	35	115
Short	3	0	4	10	6	16	13	11	17
TOTAL	378	905	934	2,676	5,204	6,442	4,676	8,117	10,292

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal Year Oct. 1 - Sept. 30
§ Enstrom figures reflect only deliveries before 1982.

THE WEEKLY OF BUSINESS AVIATION

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AMERICAN SELLING ITS CARIBBEAN COMMUTER OPERATION

American Airlines has put its subsidiary, American Inter-Island Inc., that serves St. Thomas and St. Croix, U.S. Virgin Islands, on the market for $4 million. The commuter operation was formed by American in 1978 because American's 727s were unable to operate between St. Croix and St. Thomas because of runway constraints at the St. Thomas airport. Construction at the Harry S. Truman Airport there has now progressed to the point where American can operate the service with its own equipment and no longer needs the commuter link. American advertised the commuter operation—which includes five Convair 440s—last week in the *Wall Street Journal.* Cyrus S. Collins, president of Inter-Island Inc., told *BA* Friday he had already heard from "at least four" interested parties.

Assets of American Inter-Island Inc. consist of five Convair 440s, configured to carry 48 passengers each. Included in the operation is ground equipment, air conditioning trucks, fuel trucks, work stands, servicing equipment, office equipment and approximately $1.2 million in aircraft spares. The operation has approximately 48 employes, of which 12 are pilots. Although the airline stopped operating on June 1, the employes are still on American's payroll and are on stand-by basis for an "occasional chore" Collins said.

Collins said he does not anticipate American having any trouble selling its subsidiary. "It is a good opportunity for someone to buy a commuter operation for the price of one, good aircraft." He added that "financing is the key" to purchasing the airline and interested parties will have to "move fast."

REAGAN EXPECTED TO SIGN BILL CONTAINING CAB SUBSIDY FUNDS

White House officials said last Friday that President Reagan has been urged by top advisors to sign a supplemental appropriations bill that contains $28.4 million in additional funds to finance CAB's subsidy program. The bill, which also contained funds necessary for salaries of workers in a number of government agencies, passed the House and Senate last Thursday.

Reagan had vetoed two earlier versions of the measure because Congress had included more funds than the Administration had requested. However, officials indicated that since Congress cut out some of the items Reagan found objectionable, he was expected to sign the measure over the weekend or early this week. CAB officials had warned that if some additional funds were not approved before the end of July, its subsidy program could run out of money and jeopardize continuation of the essential service program *(BA, July 5/1).*

DISMAL FIRST-HALF SHIPMENT REPORT REFLECTS STATE OF THE ECONOMY

Continuation of high interest rates and the current recession are reflected in first-half statistics by the General Aviation Manufacturers Association. Deliveries of new aircraft by GAMA members in the first six months of 1982 totaled 2,517 aircraft, down 49.9 percent from the same period last year when the industry delivered 5,021 new aircraft. First-half billings were down 22.8 percent to $1.07 billion, compared to $1.39 billion last year.

GAMA President Ed Stimpson said the combination of U.S. and world economic conditions, high interest rates and lowered business confidence mean potential aircraft buyers continue to defer purchase decisions. "In response to these conditions, manufacturers are trimming their production schedules to meet re-

(Continued on the following page)

GAMA SHIPMENTS *(Cont.)*

duced demand," Stimpson said. "Extended vacation schedules and production line shutdowns this summer will mean low shipment levels for the next few months. The overall situation will not improve until we see an upturn in general business conditions."

Most observers concede that a significant economic recovery is unlikely until sometime in 1983. Because of the layoffs and extended vacation shutdowns implemented by GA manufacturers in recent months, it appears unlikely that deliveries of new aircraft in the second half will match even the depressed level of the first six months. This means that total deliveries for 1982 will probably drop below 5,000 units for the first time since the industry delivered 4,434 aircraft in 1955 *(see chart on the back of Page 18).*

FAA LAUNCHES REVIEW OF MEDICAL STANDARDS AND CERTIFICATION PROCEDURES – Federal Aviation Administration last week formally announced its Medical Standards and Certification Procedures Review, which will examine the standards currently contained in Part 67 of the Federal Aviation Regulations. The agency published new interim standards for issuance of airman medical certificates and revised cardiovascular and alcoholism standards earlier this year and said at that time that it planned to "undertake an overall review of the medical standards in Part 67 of the FARs," *(BA, April 19/121).*

Last week's announcement, published in the July 15 *Federal Register,* invited the submission of comments or suggestions on proposed changes to Part 67. Comments should be submitted to FAA, Office of the Chief Counsel, Attn: Rules Docket (AGC-204), Docket No. 23190, 800 Independence Ave., S.W., Washington, D.C. 20591. Additional information is available from Dr. William H. Hark, Aeromedical Standards Division, Office of Aviation Medicine, Associate Administrator for Aviation Standards, at the address listed above.

DE HAVILLAND SALES REACH ALL-TIME HIGH – De Havilland Aircraft of Canada Ltd. recorded the highest sales figures in its 54-year history during the aircraft manufacturer's 1982 fiscal year, ended May 31. Sales of $450 million topped the company's previous annual report by more than $90 million.

De Havilland added that despite its record-breaking year, the company "has eaten into its order backlog." As well as the sales order reductions that all companies are bearing due to high interest rates, de Havilland's profit margin "is further eroded by the high debt/equity ratio of the company." De Havilland President and Chief Executive Officer John W. Sandford noted that slackening of aircraft sales around the world forced a slowdown in production rates for the manufacturer early this year. Sandford said he believes the existing order backlog is sufficient for some time at the reduced production rates, but warned that "our next fiscal year will be tough, however, unless there is an immediate turn-around in the world economy."

EDO AVIONICS HOPES TO BEGIN RECALLING WORKERS NEXT MONTH – EDO Avionics Division, Mineral Wells, Tex., hopes to begin recalling some 120 furloughed production workers next month following the end of a scheduled six-week shutdown. The company laid off the approximately 120 production workers on June 17 as a result of depressed orders from aircraft manufacturers. Salaried personnel, including those responsible for marketing, product support and engineering remained on the job. Production workers are scheduled to begin returning to work on Aug. 2.

AEROSPACE INDUSTRIES ASSOCIATION ISSUES REPORT ON BARRIERS TO U.S. TRADE – Aerospace Industries Association has released a 32-page report which it says shows that international aerospace standards and related areas of qualification and testing can have "considerable impact as barriers to U.S. trade." The report was developed by AIA's Aerospace Research Center and Aerospace Technical Council and is based on a study by Nalesnik Associates, a Washington-based consulting firm.

The study identifies several areas in the international marketplace where standardization is generating or has the potential to "generate disincentives to U.S. trade," AIA said. It said some examples are exclusionist European Economic Community requirements, and the potential imposition of metric requirements, whether by foreign goverment fiat or by international standards. The study is available from AIA at 1725 De Sales St., N.W., Washington, D.C. 20036.

Annual Shipments of New U.S. General Aviation Aircraft by Units Shipped, Number of Companies Reporting, and Factory Net Billings

Year	Units Shipped	Companies Reporting	Factory Net Billings (Millions)
1946	35,000	—	$ 110.0
1947	15,594	15	57.9
1948	7,037	12	32.4
1949	3,405	11	17.7
1950	3,386	13	19.1
1951	2,302	12	16.8
1952	3,058	8	26.8
1953	3,788	7	34.4
1954	3,071	7	43.4
1955	4,434	7	68.2
1956	6,738	8	103.7
1957	6,118	9	99.6
1958	6,414	10	101.9
1959	7,689	9	129.8
1960	7,588	8	151.2
1961	6,778	8	124.3
1962	6,697	7	136.8
1963	7,569	7	153.4
1964	9,336	8	198.8
1965	11,852	8	318.2
1966	15,768	10	444.9
1967	13,577	14	359.6
1968	13,698	14	425.6
1969	12,591	14	638.8
1970	7,402	13	364.1
1971	7,464	11	313.1
1972	9,774	12	557.2
1973	13,646	12	828.2
1974	14,166	12	909.4
1975	14,056	12	1,032.9
1976	15,449	12	1,225.5
1977	16,907	12	1,488.1
1978	17,811	12	1,781.3
1979	17,048	12	2,165.0
1980	11,877	12	2,486.2
1981	9,457	12	2,919.9

GAMA Chart

ALCOHOL DE-ICER SYSTEM CITED IN PILGRIM TWIN OTTER ACCIDENT – National Transportation Safety Board last week listed the "deficient design" and "inadequate maintenance" of the isopropyl alcohol windshield washer/de-icer system which resulted in an inflight fire as the probable cause of the fatal accident involving a Pilgrim Airlines DHC-6 Twin Otter in late February *(BA, March 1/68).* The fire, which began shortly after the aircraft departed Groton, Conn. for Boston, Mass., necessitated an emergency landing on a frozen reservoir near Provincetown, R.I. One passenger died as a result of the fire and a number of persons were injured, including the two pilots.

Although investigators were unable to identify the ignition source that started the fire, Frank Taylor, chief of NTSB's Bureau of Accident Investigation, said the problem resulted from a leaking plastic tube that led from the alcohol reservoir to the outside of the windshield. In addition to a small amount of alcohol that had accumulated in the cockpit, alcohol was sprayed into the cockpit when the de-icer system was activated and an intense fire ensued.

Taylor said the same leaking problem had occurred on other Pilgrim aircraft, adding that he had never seen such an installation used to carry flammable liquids. He explained that the tubing tended to harden and crack and pointed out that it was attached to the washer/de-icer system with safety wire instead of clamps. Although the NTSB members acknowledged that de Havilland of Canada maintenance manuals depict the use of safety wire in such a manner, board members agreed that repeated problems with the system should have alerted Pilgrim maintenance personnel to the necessity of modifying the system.

While faulting the design and maintenance of the washer/de-icer system, NTSB members were outspoken in their praise for the actions of the pilot and co-pilot, both of whom suffered serious burns. The board specifically noted that the crew was not responsible for the accident, adding that "their prompt and heroic responses were appropriate for the inflight emergency."

The board previously recommended that such washer/de-icer systems be redesigned and modified "to eliminate the potential of alcohol leaks" or replacement of the entire system with an electrically heated windshield. In addition, the board recommended that FAA review all such designs to ensure that they comply with applicable sections of the Federal Aviation Regulations regarding flammable liquids. NTSB also recommended that FAA require its Part 135 operations inspectors to determine: that oral briefings given by the crew and those provided on safety cards comply with applicable regulations; and, that the location of extinguishers and other safety equipment are clearly marked and are accessible.

FAA PUBLISHES NOISE STATUS REPORT FOR TRANSPORT AIRCRAFT – Federal Aviation Administration anticipates that nearly 73 percent of transport category aircraft in service with the nation's airlines will comply with applicable noise regulations by the end of this year. The regulations, which adopted Title III of the Aviation Safety and Noise Abatement Act of 1979, were issued in November 1980 establishing compliance requirements for all operators of affected aircraft in the U.S. FAA report on the status of the compliance program is reprinted *on the back of this page.*

LITTON WINS FAA PROCUREMENT FOR ATC COMMUNICATIONS – Litton Industries' Amecom Division has been selected by the Federal Aviation Administration to provide 45 or more advanced voice communication switching systems for new airport towers, terminal radar control facilities and automated flight service stations across the U.S. The program, called Integrated Communications Switching Systems (ICSS), has an expected value of more than $100 million over the next several years and is a key element of the FAA's 20-year National Air Space System Plan.

The Amecom system will provide instantaneous and direct voice links among controllers in an airport tower or TRACON, or among personnel at automated flight service stations (AFSS) and with pilots via radiophones. Under the contract, Amecom is to produce and lease to FAA 14 or more systems for new towers and TRACONS, each including from 16 to 80 controller positions. They are scheduled for installation in such cities as Miami, Honolulu and Orlando. Amecom is also scheduled to supply similar systems for 31 new AFSS facilities being built around the country for primary use by general aviation pilots seeking weather and traffic information via telephone radio links.

FAA REPORT ON COMPLIANCE WITH AIRCRAFT NOISE STANDARDS

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Updated Report of the Fleet Status and Compliance Plans of U.S. Domestic Aircraft Operators as They Move Toward Compliance With the FAA's Aircraft Noise Regulation

AGENCY: Federal Aviation Administration (FAA), DOT.

SUMMARY: The table below summarizes the fleet compliance status as of January 1, 1977 (approximately the date the regulation was issued), the status as of April 1, 1980, January 1, 1981, January 1, 1982, and fleet projections for the phased compliance deadlines of January 1, 1983, and January 1, 1985. When the regulation was issued, slightly over 20 percent of the U.S. fleet met the FAA noise standards. As of January 1, 1982, almost 55 percent of the fleet complied and that percentage will reach 73 percent by January 1, 1983.

DISCUSSION: In December 1976, the FAA issued Subpart E of Part 91 of the Federal Aviation Regulations [14 CFR 91] which prescribes noise limits for U.S. registered, civil subsonic turbojet airplanes with maximum weights over 75,000 pounds and having standard airworthiness certificates. These requirements prohibit domestic operation in the United States of affected airplanes after specified dates, with full compliance required by January 1, 1985.

In November 1980, the FAA issued a final rule (adopting Title III of the Aviation Safety and Noise Abatement Act of 1979) to extend these same noise compliance requirements to all operators of affected aircraft in the United States, whether U.S. or foreign registered. This rule also provided for exemptions to extend the compliance deadline for two-engine airplanes (DC-9, Boeing 737, BAC 1-11, and SE-201) to January 1, 1985 (for over 100 seats) or to January 1, 1988 (for 100 or fewer seats) as protection for small community service.

To ensure that all domestic operators are taking appropriate steps to meet the noise compliance requirements, the FAA amended 14 CFR Part 91 in December 1979, to require the operators of affected turbojet airplanes to provide the current status of their fleets and their plans for achieving timely and continuing compliance. The first summary report on Fleet Noise Compliance was published on July 17, 1980 (45 FR 48011) and the second was published on August 6, 1981, (46 FR 40126). This report is an update to that publication.

As originally issued, the FAA noise compliance regulation required full compliance by January 1, 1985. To date, the FAA has issued exemptions for 477 two-engine airplanes as protection for small community service. These exemptions were issued to 26 operators and extend the compliance dates to January 1, 1985, for 130 airplanes and to January 1, 1988, for 347 airplanes.

The table also indicates the pace at which U.S. operators are moving the four-engine narrowbody models (Boeing 707 and 720, DC-8) from domestic service. All of these will be gone by January 1, 1985, except for 78 stretch DC-8's, which are currently planned for reengining.

Information in the compliance plans submitted by many of the operators included future additions to their fleets. Where available, these data have been incorporated in the table. However, operators are not required to provide this type of information to the FAA under this program and, as a consequence, this table is not indicative of total future airplane purchases or the total future U.S. fleet.

FOR FURTHER INFORMATION CONTACT: Mr. Richard N. Tedrick, Chief, Noise Policy and Regulatory Branch, AEE-110, Noise Abatement Division, Office of Environment and Energy, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20591, Telephone: (202) 755-9027.

James E. Densmore,
Chief, Noise Abatement Division.

NOISE COMPLIANCE FLEET PROJECTIONS

Airplane type	Jan. 1, 1977			Apr. 1, 1980			Jan. 1, 1981			Jan. 1, 1982			Jan. 1, 1983			Jan. 1, 1985		
	Total airplanes		Number complying	Total airplanes		Number complying	Total airplanes		Number complying	Total airplanes		Number complying	Total airplanes		Number complying	Total airplanes		Number complying
A300	0		0	14		14	19		19	25		25	30		30	30		30
BAC 1-11	33		0	44		0	44		0	57		0	56		0	45		11
B707	277		0	190		0	147		0	84		0	74		0	0		0
B720	21		0	12		0	11		0	8		0	0		0	0		0
B727	842		188	1,082		540	1,078		648	1,138		764	1,142		1,108	1,105		1,105
B737	150		7	224		71	229		82	247		109	250		136	249		209
B747	112		35	141		121	148		132	151		150	150		150	153		153
CONVAIR	25		0	8		0	8		0	8		0	8		0	0		0
DC-8	224		0	184		0	181		0	143		2	137		27	78		78
DC-9	387		32	400		74	405		83	476		111	472		163	467		191
DC-10	124		124	148		148	152		152	162		162	163		163	162		162
L1011	81		81	91		91	93		93	110		110	118		118	120		120
SE210	0		0	8		0	8		0	4		0	3		0	0		0
B757	0		0	0		0	0		0	0		0	0		0	27		27
B767	0		0	0		0	0		0	0		0	19		19	92		92
BA 146	0		0	0		0	0		0	0		0	0		0	b		6
Total	2,256		465	2,522		1,057	2,497		1,209	2,814		1,433	2,631		1,814	2,536		2,184
Percent		20.6			41.9			48.4			54.8			72.7			86.1	

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CAB ASKS FAA TO GIVE GA SLOTS TO CARRIERS

Civil Aeronautics Board last week unanimously voted to draw up a letter to FAA recommending that approximately 1,000 general aviation slots be reallocated to commercial carriers so that those carriers are brought up to 95 percent of their pre-PATCO strike operating capacity *(BA, July 12/9)*. Member James Smith said he fully supports the proposal and believes it will "solve the problems" of the commercial carriers. Chairman Dan McKinnon said he checked with FAA regarding this redistribution of GA slots and was assured that "mechanically" it could be done.

Also in the CAB letter to FAA, the board will recommend its support for FAA's definition of "new entrant"—carriers that applied for operating authority from CAB prior to Aug. 3, 1981, but had not initiated operations by Feb. 17, 1982—but with two minor modifications. Board decided to withdraw its own definition of new entrant because no agreement could be reached among the members.

General aviation industry is vigorously opposed to CAB's proposal to take GA slots *(BA, April 5/105)* and a board member admitted that it is unlikely that FAA will follow its recommendations. Elizabeth Bailey said "there is a strong possibility that FAA will not go along with our reallocation recommendations. FAA will receive CAB's comments on the slot allocation proposal late—comments were due July 15—but McKinnon said FAA assured him that late comments will still be considered as a final decision on slot allocation will not be made until the end of the month.

SENATE PASSES ADAP LEGISLATION; HOUSE SET TO ACT THIS WEEK

The Senate last week approved legislation establishing a new Airport Development Aid Program and the House is scheduled to begin debate on its ADAP bill this week.

The Senate's ADAP legislation, which was included in a major tax measure, provides for a five-year airports program at significantly higher funding levels. Expenditures for airport improvement projects would total $4.79 billion, growing from $450 million for the remainder of fiscal 1982 to just over $1 billion in 1986 and 1987. Funds for the program would be generated by a new schedule of aviation taxes including: an eight percent levy on airline tickets; a freight tax of five percent; a $3 international departure fee; and, a 12-cent per gallon tax on aviation gasoline and a 14-cent per gallon tax on jet fuel.

On the House side, Rep. Henson Moore (R-La.) last Friday won approval to offer three amendments regarding aviation tax levels when discussion of the ADAP bill begins in the House this week. Previous action by the House Rules Committee would have prevented amendments to the tax package approved earlier by the House Ways and Means Committee *(BA, May 10/145)*, but by a vote of 178-135 the House eliminated that restriction.

Moore's victory will permit introduction of amendments to: reduce the tax on jet fuel and aviation gasoline from 12 cents per gallon to eight cents per gallon; prohibit the collection of aviation taxes when there is no ADAP program in effect (to prevent the buildup of surpluses in the Aviation Trust Fund); and, subject the full price of airline tickets between the U.S. mainland and Hawaii and Alaska to the eight percent ticket tax. Currently, travelers to those destinations pay the ticket tax only on that portion of their trip that occurs over land, plus the $3 international departure tax. Subjecting the entire cost of the trip to

(Continued on the following page)

AIRPORT AND AIRWAY TRUST FUND
Status as of May 31, 1982

	Current Month	Fiscal Year to Date
I. BALANCE - BEGINNING OF PERIOD	$4,447,268,105.34	$4,718,831,357.71
II. RECEIPTS:		
A. Excise Taxes (Transferred from General Fund):		
1. Any liquid fuel other than gasoline	-0-	-0-
2. Tires used on aircraft	-0-	-0-
3. Tubes used on aircraft	-0-	-0-
4. Gasoline:		
a. Commercial 4 cents tax	-0-	-0-
b. Non-commercial 4 cents tax	-0-	-0-
c. Non-commercial 3 cents tax	-0-	-0-
5. Transportation by air, seats, berths, etc.	-0-	-0-
6. Use of international travel facilities	-0-	-0-
7. Transportation of property and cargo	-0-	-0-
8. Use of civil aircraft	-0-	-0-
Total Tax Receipts	-0-	-0-
B. Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
1. Commercial avaiation gasoline	-0-	-0-
2. Non-commercial gasoline	-0-	-0-
3. Civil aircraft	76,724.00	765,092.00
4. Any liquid fuel other than gasoline	8,586.00	193,733.00
5. Gasoline - Retailer's tax	(1,774.00)	3,534.00
6. Airline Ticket Refund	-0-	-0-
7. Gasoline - Manafacturers Tax	705.00	705.00
Total Reimbursement for Tax Refunds	84,241.00	963,064.00
Net Tax Receipts	(84,241.00)	(963,064.00)
C. Federal Payments	-0-	-0-
D. Transfers from the General Fund	-0-	-0-
E. Interest on Investments	2,029,738.81	275,153,940.97
Net Receipts	1,945,497.81	274,190,876.97
III. EXPENDITURES:		
A. Federal Aviation Administration:		
1. Operations	(556.12)	152,644,152.32
2. Grants-in-Aid for Airports	15,244,694.47	193,420,829.53
3. Facilities and Equipment	28,324,078.55	197,265,259.38
4. Research, Engineering and Development	5,804,228.36	49,800,418.56
B. Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C. Interest on Refunds of Taxes	7,182.00	57,599.00
Total Expenditures	49,379,627.26	593,188,258.79
IV. BALANCE-END OF PERIOD	4,399,833,975.89	4,399,833,975.89

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 350.70	
Operations	5,847.68	
Grants-in-Aid for Airports	1,779,307.18	
Facilities and Equipment	14,250,909.71	
Research, Engineering and Development	10,197,560.62	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 26,233,975.89
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
11-5/8% maturing June 30, 1982	4,111,506,000.00	
12-1/8% maturing June 30, 1982	3,000,000.00	
12-3/8% maturing June 30, 1982	259,094,000.00	4,373,600,000.00
Total Assets		4,399,833,975.89
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,399,833,975.89
Total Liabilities and Equity		4,399,833,975.89

Bureau of Government Financial Operations
Division of Financial Management
Trust & Revolving Funds Branch

Department of Treasury Chart

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LEARJET HALTS 20/30 SERIES PRODUCTION, ANNOUNCES MORE LAYOFFS

Gates Learjet Corp. is suspending production of its 20 and 30 Series aircraft models and said it planned to lay off 300 employes at its Wichita, Kan. plant last Friday as a result of that decision. In addition, the company warned that additional layoffs during the rest of 1982 could boost the total number of furloughed employes to 2,500 by yearend.

The company announced this spring that it planned to lay off about 1,500 workers by the end of 1982 because of slumping demand for aircraft *(BA, May 31/170)*. That schedule was subsequently accelerated and the last 250 of those 1,500 workers were scheduled to work their final day last Friday (July 30) at the company's Tucson, Ariz. plant. The 300 additional layoffs in Wichita will bring the total number of company employes laid off to 1,950, including 150 announced in March and the 1,500 announced in May.

In announcing a temporary halt to its 20/30 Series aircraft production, Gates Learjet said "additional reductions in force are planned in the months ahead, unless there is a sharp improvement in new airplane sales." The company said total layoffs by yearend "could be as high as 2,500 . . . (which) would represent some 43 percent of the Aircraft Division's peak employment of approximately 5,800" early this year.

The company reiterated an earlier statement that instead of increasing production of the new 50 series aircraft to seven units per month as originally planned, production of those aircraft "will continue at its present rate of four units per month, although market conditions are being closely monitored." Officials told *BA* earlier that the company was experiencing "great difficulty" confirming delivery arrangements with customers who had placed orders for the 50 series aircraft.

GENERAL AVIATION ACCIDENTS DOWN IN FIRST HALF, BUT FATALITIES UP

The number of general aviation accidents in the U.S. was down more than eight percent in the first half of 1982, according to preliminary data compiled by FAA, but the total number of fatalities as a result of those accidents was up nearly four percent.

The agency said there were 1,628 GA accidents in the first six months of 1982, compared to 1,782 in the same period of 1981. Total fatal accidents also fell, from 316 in the first half of 1981 to 291, a decrease of 7.9 percent. Total number of fatalities increased, however, from 561 in the first half last year to 583 this year. FAA officials said they believe the higher number of fatalities despite the lower number of total accidents resulted from the increased use of larger aircraft capable of carrying more passengers.

One of the reasons for the lower number of accidents is believed to be the reduced level of flying activity, particularly in the personal flying category. FAA officials said they do not have exposure data for the first six months of 1982, but constraints implemented as a result of the controllers' strike that began a year ago—coupled with the generally poor economic conditions—are believed to have resulted in less flying activity. While FAA officials caution that it is difficult to draw direct comparisons with accident statistics from prior years (the dividing line between accident/incident has been revised several times), it appears that 1982 could establish a modern-day record for fewest GA accidents. Lowest annual total recently was 3,760 last year. The last time total GA accidents fell below 3,000 was in 1939, when the number of aircraft and pilots was only a fraction of current levels.

(Continued on the following page)

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AVIATION STANDARDS
MONTHLY CIVIL AIRCRAFT ACCIDENT REPORT
JUNE 1982

PRELIMINARY NOTICE DATA - CUMULATIVE BY MONTH *

1979			1980			ACTIVITY GROUPS	1981			1982		
TOT.	F.	FAT.	TOT.	F.	FAT.		TOT.	F.	FAT.	TOT.	F.	FAT.
18	4	281	7	1	13	Airline	13	3	9	6	2	80
24	8	39	21	2	9	Commuter	15	4	19	7	2	3
90	13	35	67	13	35	Air Taxi	60	17	42	76	16	31
2	0	0	3	0	0	Other	1	0	0	0	0	0
134	25	355	98	16	57	TOTAL	89	24	70	89	20	114
1071	193	370	1012	217	428	Personal	1012	220	392	934	199	424
222	33	65	185	30	54	Business	209	32	63	211	41	78
10	3	13	11	7	29	Executive	5	2	13	6	3	12
339	17	21	260	22	34	Training	216	7	12	207	11	19
204	17	17	172	7	7	Aerial Appl.	200	15	17	149	10	10
27	8	20	33	7	12	Indust/Spec.	51	10	20	49	11	12
107	25	44	100	35	69	Other Civil Aviation	89	30	44	72	16	28
1980	296	550	1773	325	633	TOTAL	1782	316	561	1628	291	583
12	7	16	11	9	28	MIDAIR COLLISION	14	7	32	12	7	27

PRELIMINARY NOTICE DATA - CALENDAR YEAR TOTALS *

242	44	467	193	43	135	Air Carrier	191	42	116			
3996	640	1246	3708	644	1284	General Aviation	3760	674	1251			
23	14	35	22	10	56	Midair Collision	27	13	47			

All Data Are
Preliminary FAA
Data.

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THE WEEKLY OF BUSINESS AVIATION

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HOUSE-SENATE CONFEREES AGREE ON COMPROMISE ADAP BILL

Last week House and Senate conferees, at one point perilously close to dissolving their meeting over a major difference of opinion on how much aviation users should contribute to FAA operations, were able to hammer out a compromise and reach agreement on a five-year airport and airways development bill *(BA, Aug. 2/35)*.

The conferees action—representing the closest Congress has come in almost two years to passing an ADAP bill—could be seriously affected, however, if the House and Senate tax-writing committees fail in their attempts to come up with a revenue-generating package, an outcome considered more than possible at this point. House Ways and Means and Senate Finance committees began their deliberations last week on the massive tax reconciliation bill approved by the Senate last month, a package which includes a passenger ticket tax, aviation fuel taxes, cargo waybill tax and an international departure charge. House aviation subcommittee Chairman Norman Mineta (D-Calif.) and Senate counterpart Nancy Kassebaum (R-Kan.), however, yesterday indicated their intentions to separately bring up an ADAP bill for floor consideration if the omnibus tax measure does not make it out of conference.

Major threat to the ADAP conferees success involved the House position that only 50 percent of FAA's operations and maintenance costs be provided from the trust fund, while the Senate conferees contended that 75 percent of the agency's operations should be funded by users. The two sides, after debating a House compromise developed after a suggestion by Sen. Howard Cannon (D-Nev.), agreed to O&M authorization levels much higher than the House figures but not as high as what the Senate had wanted, with a comparable increase in the percentage contribution from the trust fund. Final numbers agreed to would set O&M at $1.434 billion for fiscal 1983, $1.274 billion for FY 1984, $1.271 billion for FY 1985, $1.3065 billion for FY 1986 and $1.3625 billion for FY 1987. Senate conferees, however, as part of the same package were forced to retreat from their staunch support for establishment of a state block grant program and agree to exclude the program from the bill, as the House had wanted.

Senate ADAP, Noise Abatement Levels

Conferees agreed to go along with the provisions in the Senate bill setting ADAP and noise abatement authorization levels, as well as the authorizations for air navigation facilities and equipment. Provisions in the bill authorizes the following levels for ADAP and noise abatement: fiscal year 1982, $450 million; FY 1983, $600 million; FY 1984, $793.5 million; FY 1985, $912 million; FY 1986, $1.017 billion; and FY 1987, $1.0172 billion. Provisions for facilities and equipment authorizations are: FY 1982, $261 million; FY 1983, $725 million; FY 1984, $1.39 billion; FY 1985, $1.41 billion; FY 1986, $1.38 billion; and FY 1987, $1.16 billion.

Senate also acceded to an alternative proposal to the staff recommendation worked out by House conferees which would make available 10 percent of total ADAP funds for the six-year program to reliever airport projects, eight percent of ADAP for noise compatibility planning and programs and 5 1/2 percent for small commercial service airports. Another provision in the bill changes the requirements for airport certification from airports served by certificated carriers to airports served with aircraft with more than 30 seats.

After Senate Counsel David Kirstein pointed out that only 11 1/2 percent of total ADAP funds fell into

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — JULY UNIT SHIPMENTS

Manufacturer		July 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	2	11	22
BE-A24R	Sierra	1	11	13
BE-F33A	Bonanza	0	14	29
BE-V35B	Bonanza	1	11	16
BE-A36	Bonanza	2	47	108
BE-A36TC	Bonanza	7	44	47
BE-77	Skipper	0	5	12
• Multi-Engine				
BE-B55	Baron	0	11	21
BE-E55	Baron	0	2	2
BE-58	Baron	2	21	50
BE-58P	Baron	2	15	30
BE-58TC	Baron	0	3	4
BE-B60	Duke	0	4	10
BE-76	Duchess	1	14	17
BE-C90	King Air	3	23	42
BE-F90	King Air	1	21	33
BE-C99	Commuter	0	16	30
BE-B100	King Air	1	6	11
BE-200	Super King Air	1	78	132
BE-200	Super King Air C	1	8	12
BE-200T	King Air	0	2	4
Total		25	367	645
Manufacturers net billing - $10,825,459				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	3	12	20
HS-125-700	Model B	2	5	7
Total		5	17	27
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	1	7	13
BN-2T	Turbo Islander	0	1	3
Mark III	Trislander	0	4	4
Total		1	12	20
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		32	171	263
CE-A152	Aerobat	4	12	22
CE-172RG	Cutlass	8	58	103
CE-R172	Hawk XP	0	3	6
CE-172	Skyhawk	43	230	405
CE-180	Skywagon	0	1	9
CE-182	Skylane	13	113	186
CE-182	Turbo Skylane	1	12	23
CE-182RG	Skylane RG	13	49	64
CE-182RG	Turbo Skylane RG	3	18	34
CE-185	Skywagon	3	55	84
CE-188	AGhusky	5	25	45
CE-188	AGtruck	0	25	32
CE-U206	Stationair 6	9	86	136
CE-TU206	Turbo Stationair 6	7	57	99
CE-208	Stationair 8	3	17	22
CE-TU208	Turbo Stationair 8	0	9	10
CE-210	Centurion	5	44	63
CE-T210	Turbo Centurion	9	74	144
CE-P210	Pressurized Centurion	0	32	54
• Multi-Engine				
CE-303	Crusader	13	99	130
CE-310		1	1	2
CE-T310		0	0	2
CE-335		0	2	3
CE-340		0	19	26
CE-402		0	22	39
CE-404	Titan	3	18	22
CE-414	Chancellor	0	23	40
CE-421	Golden Eagle	2	12	30
CE-425	Corsair	1	22	51
CE-441	Conquest	0	29	52
CE-500	Citation I	1	17	35
CE-550	Citation II	7	58	90
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		3	31	40
CE-FA152	Aerobat	0	3	3
CE-F172	Skyhawk	7	36	40
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		196	1,488	2,414
Manufacturers net billing - $331,186,233				

Manufacturer		July 82	Cal. Year	Fisc.† Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	2	8	12
AD-My.20	Falcon	0	5	10
AD-My.50	Falcon	3	26	34
Total		5	39	56
EMBRAER				
• Single-Engine				
EMB-200		0	15	18
EMB-201	Ipanema	1	1	1
EMB-710	Carioca (PA-28-235 Dakota)	0	7	11
EMB-711	Corisco (PA-28RT-201 Arrow)	1	24	25
EMB-712	Tupi (PA-28-181 Archer II)	0	8	11
EMB-720	Minuano (PA-32-310 Saratoga)	1	9	11
EMB-721	Sertanejo (PA-32R-301 Saratoga)	1	11	13
• Multi-Engine				
EMB-110		4	23	45
EMB-121	Xingu	1	5	7
EMB-810	Seneca II	4	17	24
EMB-820	Chieftain	0	1	3
Total		13	121	169
ENSTROM				
• Helicopter				
F28F		0	0	2
F28C-II		0	0	0
280C		0	0	0
280F		0	0	1
Total		0	0	3
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		1	16	37
Merlin III-C		0	4	13
Merlin IV-C		3	9	15
Total		4	29	65
(Exports: 1 IIIC to Colombia, 1 III to West Germany)				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	11
LR-35A		1	25	53
LR-55		3	30	39
Total		4	59	103
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	3	13	23
AE-900	Commander 900	0	8	8
AE-840	Turbo Commander	3	5	7
AE-980		0	11	29
AE-1000		4	11	20
Total		10	53	97
Manufacturers net billing - $40,401,000				
(Exports: 1 840 to Venezuela, 1 1000 to U.K., 1 GIII to U.A.E. and Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	0	18	27
Total		0	18	27
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	9	19
Total		2	9	19
(Exports: 1 to British Colombia)				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C	Lunar Rocket	1	3	3
M-6-235		4	25	30
Total		5	28	35
Manufacturers net billing - $273,417				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	8
Marquise		2	6	14
Total		2	10	22
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		12	63	98
M-20K 231		4	52	89
Total		16	115	187
(Exports: 1 M20K to U.K., 1 M20J to U.K., Australia)				

† Based on Oct. 1-Sept. 30 fiscal year
* Data not available from manufacturer

Manufacturer		July 82	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	4	10	13
PA-28-161	Warrior	6	78	136
PA-28-181	Archer II	7	68	105
PA-28RT-201	Arrow IV	0	11	23
PA-28RT-201T	Arrow IV	6	47	73
PA-28-236	Dakota	0	22	40
PA-32-301	Saratoga	1	23	39
PA-32-301T	Turbo Saratoga	1	18	24
PA-32R-301	Saratoga SP	0	24	51
PA-32R-301T	Turbo Saratoga SP	2	28	57
PA-36-375	Pawnee Brave	0	0	10
PA-38-112	Tomahawk	5	58	109
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	0	8	14
PA-31-325	Navajo C/R	0	14	21
PA-31-350	Chieftain	2	40	83
PA-31T-501T	Cheyenne I	0	6	7
PA-31T-620	Cheyenne II	3	6	9
PA-31T2-620	Cheyenne II XL	2	17	27
PA-42-720	Cheyenne III	0	10	18
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	9	107	182
PA-44-180	Seminole	0	3	3
PA-44-180T	Seminole	0	8	13
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-602P	Aerostar	3	26	26
PA-T1020		0	4	6
PA-31-T3	T1040	4	4	4
Total		55	642	1,111
Manufacturers net billing - $12,430,000				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	6
Total		0	2	6
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		0	9	12
Total		0	10	13

† Based on Oct. 1-Sept. 30 fiscal year
* Data not available from manufacturer

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	July			Cal. Year to Date			Fisc. Year to Date†		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	25	140	87	367	780	813	645	1,111	1,162
Bellanca	-	-	4	-	-	89	-	-	177
British Aerospace	5	2	3	17	19	22	27	29	31
Britten-Norman	1	*	4	12	14	18	20	28	35
Cessna	196	315	419	1,488	2,711	3,744	2,414	4,288	5,855
Dassault	5	*	0	39	47	32	56	69	43
Embraer	13(6)	16(2)	32(11)	121(38)	134(46)	205(59)	169(55)	254(80)	388(105)
Enstrom $	*	4	8	*	36	28	*	48	28
Fairchild-Swearingen	4	5	6	29	34	47	65	57	69
Gates	4	12	11	59	70	68	103	108	101
Gulfstream	10	21	16	53	226	82	97	316	133
Israel	*	4	3	*	25	20	*	35	24
Lake	3	5	6	9	36	51	19	52	79
Lockheed	-	-	0	-	-	4	-	-	5
Maule	5	5	7	28	25	41	35	35	54
Mitsubishi	2	1	2	10	23	30	22	34	49
Mooney	16	29	31	115	201	202	187	275	305
Piper	55	189	202	642	1,623	1,823	1,111	2,247	2,725
Rockwell	0	3	11	2	29	84	4	38	126
Short	0	*	2	10	6	18	13	11	19
TOTAL	337	737	833	2,918	5,951	7,275	4,873	8,861	11,125

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal Year Oct. 1 - Sept. 30
$ Enstrom figures reflect only deliveries before 1982.
* Data not available from manufacturer.

THE WEEKLY OF BUSINESS AVIATION

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LEARJET ANNOUNCES MORE LAYOFFS; 50 SERIES PRODUCTION CUT AGAIN

Gates Learjet Corp., faced with apparent deterioration in the order backlog for its top-of-the-line 50 Series aircraft, said last week it will lay off another 700 workers and cut production of the 50 Series below four units per month. The new layoffs, coupled with employe cutbacks announced earlier, will reduce the number of persons on the payroll to about 2,160–62.7 percent below the 5,800 employes the company had working on March 1.

Layoffs of the 700 announced last week were scheduled to begin Friday (Aug. 27) and extend into mid-October. The latest reductions will reduce the work force at the Tucson plant to 1,240 and cut the number of workers in Wichita to 920. The company said it has again revised its production plan and will begin operating on a four-day work week at Tucson in late November. A similar schedule for other areas of the company also is being considered, a spokesman said.

Production of the 50 Series (the company announced earlier that it was suspending production of its 20 and 30 Series aircraft) will be cut from the current level of four per month. Officials would not say what the new rate will be, but there have been published reports that it will drop to as low as two units per month.

While nearly all general aviation manufacturers have cut production because of a sharp drop in new sales due to high interest rates and the recession, the latest cutbacks at Learjet appear to be directly linked to problems in completing delivery arrangements with customers who had previously placed firm orders for 50 Series airplanes. The company announced in late May, when it cut Model 50 production from seven to four units per month, that it was experiencing "great difficulty confirming delivery arrangements" for the new aircraft *(BA, May 31/170)*. Learjet President B.S. (Bib) Stillwell told *BA* then that the 39th Model 50 had just been delivered and that there were 191 positions sold. Stillwell termed that a "very, very substantial backlog" that was expected to carry the company through 1984 at a production rate of four units per month.

Last week's announcement said production was being cut below four aircraft per month "primarily because a number of speculative buyers have not taken delivery of their aircraft. Other orders for 50 Series aircraft remain firm through 1983 and will be built to customer specifications as scheduled."

CAB ISSUES NPRM OUTLINING BUMPING PROCEDURES

Civil Aeronautics Board last Friday issued a notice of proposed rulemaking (NPRM) which outlines procedures under which an airline serving a community with federal subsidy can be "bumped" by another carrier offering to provide better service or offering to provide service at a lower subsidy cost *(BA, Aug. 9/42)*. Beginning Jan. 1, 1983, a carrier may apply to replace, or "bump," another airline that is receiving a subsidy under either the Section 406 or 419 program.

To bump a 406 carrier, the applicant must show that it can provide better service with less subsidy. To bump a 419 carrier, the applicant must show that it can provide better service at either the same subsidy or the same service at less subsidy. In either case, the new carrier would receive Section 419 subsidy (406 subsidy is being phased out), or provide the service at no subsidy.

(Continued on the following page)

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STATUS OF AIRPORT AND AIRWAY TRUST FUND
June 30, 1982

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$4,399,833,975.89	$4,718,831,357.71
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	-0-	-0-
	2. Tires used on aircraft	-0-	-0-
	3. Tubes used on aircraft	-0-	-0-
	4. Gasoline:		
	a. Commercial 4 cents tax	-0-	-0-
	b. Non-commercial 4 cents tax	-0-	-0-
	c. Non-commercial 3 cents tax	-0-	-0-
	5. Transportation by air, seats, berths, etc.	-0-	-0-
	6. Use of international travel facilities	-0-	-0-
	7. Transportation of property and cargo	-0-	-0-
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	-0-	-0-
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	765,092.00
	4. Any liquid fuel other than gasoline	-0-	193,733.00
	5. Gasoline - Retailer's tax	-0-	3,534.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manafacturers Tax	-0-	705.00
	Total Reimbursement for Tax Refunds		963,064.00
	Net Tax Receipts		(963,064.00)
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	254,526,895.91	529,680,836.88
	Net Receipts	254,526,895.91	528,717,772.88
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	99,999,409.25	252,643,561.57
	2. Grants-in-Aid for Airports	32,729,398.95	226,150,228.48
	3. Facilities and Equipment	19,584,076.45	216,849,335.83
	4. Research, Engineering and Development	4,958,490.46	54,758,909.02
B.	Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	57,599.00
	Total Expenditures	157,271,375.11	750,459,633.90
IV.	BALANCE-END OF PERIOD	4,497,089,496.69	4,497,089,496.69

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 1,246.61	
Operations	6,438.43	
Grants-in-Aid for Airports	(950,091.77)	
Facilities and Equipment	17,666,833.26	
Research, Engineering and Development	5,239,070.16	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 21,963,496.69
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
12-3/8% maturing June 30, 1983	4,475,126,000.00	4,475,126,000.00
Total Assets		4,497,089,496.69
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,497,089,496.69
Total Liabilities and Equity		4,497,089,496.69

Treasury Department Chart

Bureau of Government Financial Operations
Division of Financial Management
Trust & Revolving Funds Branch

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ITC TO VOTE SEPT. 27 ON BRAZILIAN AIRCRAFT IMPORT CASE

Members of the U.S. International Trade Commission are scheduled to vote Sept. 27 on a staff report regarding charges by Fairchild Swearingen Corp. that it has been harmed and faces the prospect of additional damage as a result of aircraft imports from Brazil that are supported by below-market financing. Attorneys for Fairchild and Brazilian manufacturer Embraer--along with representatives of Beech Aircraft who joined the case on the side of Fairchild—spent nearly six hours last Wednesday arguing their respective positions before an ITC staff conference. Fairchild has asked the ITC to impose countervailing duties on Bandeirante aircraft that Embraer ships to the U.S. *(BA, Sept. 6/73).*

Attorneys for Fairchild said last week the company's San Antonio facility is "down to 20 percent of capacity utilization" and that "up to 75 percent of our people have been laid off" and charged that the situation is largely due to the underpricing and predatory financing offered on the Bandeirante by Embraer. Anthony Spuria, chairman of Fairchild Swearingen, testified that sales of the Metro III aircraft have "practically dried up this year" and charged that the problems the company faces "for the most part are a direct result of imports from Brazil."

Fairchild said Bandeirante buyers typically can finance that aircraft at rates of nine percent or less while purchasers of the Metro must pay an interest rate that is usually several points above the prime interest rate. Earl Morton, director of Metro marketing, testified that the financing difference poses "an almost insurmountable problem" and that the company has lost Metro sales to the Bandeirante because of the more favorable Embraer interest rate.

Jack Schaefer, a former FAA administrator and a member of the board of directors of Beech Aircraft, said Beech has "suffered a significant rate of deterioration in new orders for the 15-passenger C99 aircraft" in the last 18 months and said competition from the Bandeirante has "siphoned off" orders for the C99. He said Beech has been forced to cut C99 production from five aircraft per month to two units per month and another Beech official said if orders do not pick up additional production cuts will be necessary.

Embraer Cites Metro's Price, Garrett Engines

Attorneys for Embraer contended that Fairchild's difficulties are a result of the way it has priced the Metro and reliability problems with the Garrett TPE331 turboprops that power the aircraft.

Appearing on behalf of Embraer, Mort Beyer, president of Avmark, Inc., a consulting service, said Swearingen is having difficulty justifying its price for the Metro—which he said is about $2.5 million—and said the price is considerably higher than the Bandeirante because Swearingen has gone through a number of model changes that have increased the company's costs. In addition, he noted that the price of the pressurized Metro is considerably higher than the unpressurized Bandeirante because pressurization is a significant cost factor in manufacturing an airplane. He said one reason sales of new Metros have dropped off is the fact that the company is competing against itself, stating that there are 51 used Metros on the market.

Beyer also said that operating experience with the Garrett engines on the Metro have caused problems for Swearingen. He said some Metro operators have told him they would never buy a Metro again because of mechanical reliability problems and said it was his perception that this was not a problem for Bandeirante

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — AUGUST UNIT SHIPMENTS

		August 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	4	15	26
BE-A24R	Sierra	0	11	13
BE-F33A	Bonanza	2	14	29
BE-V35B	Bonanza	0	11	16
BE-A36	Bonanza	4	51	112
BE-A36TC	Bonanza	1	45	48
BE-77	Skipper	1	6	13
• Multi-Engine				
BE-B55	Baron	0	11	21
BE-E55	Baron	0	2	2
BE-58	Baron	2	23	52
BE-58P	Baron	0	15	30
BE-58TC	Baron	1	5	5
BE-B60	Duke	0	4	10
BE-76	Duchess	0	14	17
BE-C90	King Air	2	25	44
BE-F90	King Air	1	22	34
BE-C99	Commuter	0	16	30
BE-B100	King Air	0	6	11
BE-200	Super King Air	0	78	132
BE-200	Super King Air C	0	8	12
BE-200T	King Air	6	8	10
Total		22	389	667
Manufacturers net billing - $13,455,212				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700 Model A		3	15	23
HS-125-700 Model B		0	5	7
Total		3	20	30
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	0	7	13
BN-2T	Turbo Islander	0	1	3
Mark III	Trislander	0	4	4
Total		0	12	20
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		19	190	282
CE-A152	Aerobat	2	14	24
CE-172RG	Cutlass	19	77	122
CE-R172	Hawk XP	0	3	6
CE-172	Skyhawk	28	258	433
CE-180	Skywagon	0	1	9
CE-182	Skylane	14	127	200
CE-182	Turbo Skylane	0	12	23
CE-182RG	Skylane RG	6	55	70
CE-182RG	Turbo Skylane RG	0	18	34
CE-185	Skywagon	0	55	84
CE-188	AGhusky	4	29	49
CE-188	AGtruck	0	25	32
CE-U206	Stationair 6	5	91	141
CE-TU206	Turbo Stationair 6	0	57	99
CE-208	Stationair 8	1	18	23
CE-TU208	Turbo Stationair 8	1	10	11
CE-210	Centurion	7	51	70
CE-T210	Turbo Centurion	9	83	153
CE-P210	Pressurized Centurion	1	33	55
• Multi-Engine				
CE-303	Crusader	8	107	138
CE-310		0	1	2
CE-T310		0	0	2
CE-335		0	2	3
CE-340		1	20	27
CE-402		2	24	41
CE-404	Titan	1	19	23
CE-414	Chancellor	1	24	41
CE-421	Golden Eagle	1	13	31
CE-425	Corsair	3	25	54
CE-441	Conquest	0	29	52
CE-500	Citation I	1	18	36
CE-550	Citation II	8	66	98
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		6	37	46
CE-FA152	Aerobat	0	3	3
CE-F172	Skyhawk	7	43	47
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		155	1,643	2,569
Manufacturers net billing - $34,630,862				
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10 Falcon		0	8	12
AD-My.20 Falcon		0	5	10
AD-My.50 Falcon		1	27	35
Total		1	40	57
EMBRAER				
• Single-Engine				
EMB-200		2	17	20
EMB-201 Ipanema		0	1	1
EMB-710 Carioca (PA-28-235 Dakota)		2	9	13
EMB-711 Corisco (PA-28RT-201 Arrow)		0	24	25
EMB-712 Tupi (PA-28-181 Archer II)		1	9	12
EMB-720 Minuano (PA-32-310 Saratoga)		0	9	11
EMB-721 Sertanejo (PA-32R-301 Saratoga)		1	12	14
• Multi-Engine				
EMB-110		3	26	48
EMB-121 Xingu		1	6	8
EMB-810 Seneca II		6	23	30
EMB-820 Chieftain		0	1	3
Total		16	137	185
ENSTROM				
• Helicopter				
F28F		*	*	2
F28C-II		*	*	0
280C		*	*	0
280F		*	*	1
Total		*	*	3
FAIRCHILD-SWEARINGEN				
• Multi-Engine				
Metro III		0	16	37
Merlin III-C		0	4	13
Merlin IV-C		0	9	15
Total		0	29	65
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	11
LR-35A		2	27	55
LR-55		3	33	42
Total		5	64	108
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164 Agcat		0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	2	18	27
AE-900	Commander 900	0	8	0
AE-840	Turbo Commander	0	7	17
AE-980		0	0	2
AE-1000		2	19	37
Total		4	57	93
Manufacturers net billing - $22,304,000				
(Exports: 1 1000 to Colombia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124 Westwind		*	18	27
Total		*	18	27
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200 Buccaneer		3	13	22
Total		3	13	22
(Exports: 1 to Canada)				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C Lunar Rocket		1	4	4
M-6-235		1	26	31
Total		2	30	37
Manufacturers net billing - $112,239				
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	8
Marquise		0	6	14
Diamond		1	1	1
Total		1	11	23
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J 201		9	72	107
M-20K 231		3	55	92
Total		12	127	199
(Exports: 1 201 to Panama, South Africa, Australia, Spain 1 231 to Venezuela, Germany)				

		August 82	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	7	17	20
PA-28-161	Warrior	3	81	139
PA-28-181	Archer II	4	72	109
PA-28RT-201	Arrow IV	2	13	25
PA-28RT-201T	Arrow IV	7	54	80
PA-28-236	Dakota	0	22	40
PA-32-301	Saratoga	1	24	40
PA-32-301T	Turbo Saratoga	2	20	26
PA-32R-301	Saratoga SP	2	26	53
PA-32R-301T	Turbo Saratoga SP	3	31	60
PA-36-375	Pawnee Brave	2	2	12
PA-38-112	Tomahawk	5	63	114
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	0	8	14
PA-31-325	Navajo C/R	1	15	22
PA-31-350	Chieftain	3	43	86
PA-31T-501T	Cheyenne I	1	7	8
PA-31T-620	Cheyenne II	0	6	9
PA-31T2-620	Cheyenne II XL	0	17	27
PA-42-720	Cheyenne III	2	12	20
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	13	120	195
PA-44-180	Seminole	0	3	3
PA-44-180T	Seminole	1	9	14
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	1	1	1
PA-602P	Aerostar	3	29	29
PA-T1020		1	5	7
PA-T1040		0	4	4
Total		64	706	1,175
Manufacturers net billing - $10,003,800				
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	6
Total		0	2	6
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		2	11	14
Total		2	12	15

† Based on Oct. 1-Sept. 30 fiscal year
* Data not available from manufacturer

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	August			Cal. Year to Date			Fisc. Year to Date†		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	22	82	112	389	862	925	667	1,193	1,274
Bellanca	-	-	5	-	-	94	-	-	182
British Aerospace	3	3	2	20	21	24	30	32	33
Britten-Norman	0	2	5	12	18	23	20	32	40
Cessna	155	514	557	1,643	3,225	4,301	2,569	4,802	6,412
Dassault	1	10	6	40	57	38	57	79	49
Embraer	16(6)	10(7)	31(8)	137(44)	144(53)	236(67)	185(61)	264(87)	419(113)
Enstrom	*	2	3	*	38	31	*	50	31
Fairchild-Swearingen	0	8	7	29	42	54	65	65	76
Gates	5	11	4	64	81	72	108	119	105
Gulfstream	4	11	10	57	237	92	93	327	143
Israel	*	3	2	18	28	22	27	38	26
Lake	3	4	6	13	40	57	22	56	85
Lockheed	-	-	0	-	-	4	-	-	5
Maule	2	7	5	30	42	46	37	52	59
Mitsubishi	1	2	5	11	25	35	23	36	54
Mooney	12	29	27	127	230	129	199	304	332
Piper	64	175	230	706	1,798	2,053	1,175	2,422	2,955
Rockwell	0	4	12	2	33	96	6	42	138
Short	2	3	7	12	11	25	15	16	26
TOTAL	280	877	1,013	3,217	6,841	8,188	5,174	9,752	12,138

Parentheses show actual Embraer deliveries, not including aircraft kits.
† Fiscal Year Oct. 1 - Sept. 30
$ Enstrom figures reflect only deliveries before 1982
* Data not available from manufacturer.

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CESSNA OFFICIALS CLAIM STRONG RESPONSE TO LEASE PROGRAM

Cessna Aircraft marketing officials say they have received a very strong response to the company's new turnkey lease program and said the first agreement resulting from it was concluded last week. The program, announced during the National Business Aircraft Association convention in St. Louis last month *(BA, Sept. 27/97)*, permits operators to obtain a new Conquest turboprop or Citation I or II business jet for a fixed monthly cost that includes everything except fuel *(see related item on Page 109)*.

Brian Barents, senior vice president-marketing, told *BA* last Thursday response to the lease program "has been overwhelming . . . the phone has been ringing off the hook." He said Cessna dealers were "very excited" about the program during a briefing last week.

Barents said the first customer under the new program signed an agreement last Wednesday to get a Citation II. The operator, who has been flying a Conquest turboprop, is scheduled to take delivery of the new Citation II in January. Barents also said the company has been pleased by the positive reaction to the lease concept from large corporate flight departments. A Cessna spokesman last Friday said officials anticipate they will have signed up at least four operators for new aircraft under the program by the middle of this week.

THEODORE SCHLEGEL NAMED PRESIDENT OF FALCON JET

Theodore F. (Ted) Schlegel, formerly president of TigerAir Inc., Burbank, Calif., last week was named president and chief executive officer of Falcon Jet Corp., Teterboro, N.J. Schlegel, who has nearly 25 years of aviation management experience, replaces Corwin H. (Corky) Meyer, who abruptly left the company in June following two and one-half years as president *(BA, June 28/202)*. Schlegel, a 1962 graduate of Penn State with a degree in aerospace engineering who also received a master's degree in finance from UCLA in 1968, began his career as a commercial marketing manager for McDonnell Douglas. He later was marketing manager for the western U.S. for Greyhound Leasing and Finance Corp. before moving to TigerAir. Falcon Jet is owned by French manufacturer Avions Marcel Dassault Breguet.

DIFFERING VIEWS EXPRESSED ON EFFECT OF AIRCRAFT FINANCING SUBSIDIES

General Aviation Manufacturers Association and the Regional Airline Association squared off before the International Trade Commission last week in a debate over the effect of below-market financing offered by foreign aircraft manufacturers. While GAMA maintained such financing is doing significant damage to the U.S. industry, commuter operators said their purchases of foreign-built aircraft resulted from the availability and quality of foreign aircraft and not favorable financing.

Last Tuesday's hearing before the ITC was the third time the commission has addressed the issue of financing on foreign-built commuter aircraft in recent weeks. Previous cases initiated by Commuter Aircraft Corp. and Fairchild Industries were dismissed by ITC *(BA, Sept. 27/97)*. The hearing last week resulted from separate requests by the Senate Finance Committee and the White House Office of the U.S. Special Trade Representative.

Ed Stimpson, president of GAMA, told commissioners that foreign manufacturers are offering interest

(Continued on the following page)

AIRPORT AND AIRWAY TRUST FUND
Status as of July 31

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$4,497,089,496.69	$4,718,831,357.71
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	-0-	-0-
	2. Tires used on aircraft	-0-	-0-
	3. Tubes used on aircraft	-0-	-0-
	4. Gasoline:		
	a. Commercial 4 cents tax	-0-	-0-
	b. Non-commercial 4 cents tax	-0-	-0-
	c. Non-commercial 3 cents tax	-0-	-0-
	5. Transportation by air, seats, berths, etc.	-0-	-0-
	6. Use of international travel facilities	-0-	-0-
	7. Transportation of property and cargo	-0-	-0-
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	-0-	-0-
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial avaiation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	-0-	765,092.00
	4. Any liquid fuel other than gasoline	-0-	193,733.00
	5. Gasoline - Retailer's tax	-0-	3,534.00
	6. Airline Ticket Refund	-0-	-0-
	7. Gasoline - Manafacturers Tax	-0-	705.00
	Total Reimbursement for Tax Refunds	-0-	963,064.00
	Net Tax Receipts	-0-	(963,064.00)
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	1,273,596.99	530,954,433.87
	Net Receipts	1,273,596.99	529,991,369.87
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	99,999,348.00	352,642,909.57
	2. Grants-in-Aid for Airports	27,794,291.75	253,944,520.23
	3. Facilities and Equipment	29,909,236.60	246,758,572.43
	4. Research, Engineering and Development	6,132,334.76	60,891,243.78
B.	Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C.	Interest on Refunds of Taxes	-0-	57,599.00
	Total Expenditures	163,835,211.11	914,294,845.01
IV.	BALANCE-END OF PERIOD	4,334,527,882.57	4,334,527,882.57

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 843.60	
Operations	7,090.43	
Grants-in-Aid for Airports	1,255,616.48	
Facilities and Equipment	9,257,596.66	
Research, Engineering and Development	606,735.40	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 11,127,882.57
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
12-3/8% maturing June 30, 1983	4,320,900,000.00	
12-7/8% maturing June 30, 1983	2,500,000.00	4,323,400,000.00
Total Assets		4,334,527,882.57
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,334,527,882.57
Total Liabilities and Equity		4,334,527,882.57

Department of Treasury Chart

Bureau of Government Financial Operations
Division of Financial Management
Trust & Revolving Funds Branch

BUSINESS/PERSONAL AIRCRAFT INDUSTRY – SEPTEMBER UNIT SHIPMENTS

		Sept. 82	Cal. Year	Fisc.† Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-C23	Sundowner	0	15	26
BE-A24R	Sierra	1	12	14
BE-F33A	Bonanza	5	19	34
BE-V35B	Bonanza	1	12	17
BE-A36	Bonanza	5	56	117
BE-A36TC	Bonanza	5	50	53
BE-77	Skipper	3	9	16
• Multi-Engine				
BE-B55	Baron	2	13	23
BE-E55	Baron	0	2	2
BE-58	Baron	2	25	54
BE-58P	Baron	3	18	33
BE-58TC	Baron	0	4	5
BE-B60	Duke	0	4	10
BE-76	Duchess	1	15	18
BE-C90	King Air	4	29	48
BE-F90	King Air	0	22	34
BE-C99	Commuter	2	18	32
BE-B100	King Air	0	6	11
BE-200	Super King Air	3	81	135
BE-200	Super King Air C	0	8	12
BE-200T	King Air	0	8	10
Total		37	426	704
Manufacturers net billing - $15,083,306				
BRITISH AEROSPACE				
• Multi-Engine				
HS-125-700	Model A	1	16	24
HS-125-700	Model B	0	5	7
Total		1	21	31
BRITTEN-NORMAN (Bembridge) LTD.				
• Multi-Engine				
BN-2	Islander	*	7	13
BN-2T	Turbo Islander	*	1	3
Mark III	Trislander	*	4	4
Total		*	12	20
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		16	206	298
CE-A152	Aerobat	0	14	24
CE-172RG	Cutlass	12	89	134
CE-R172	Hawk XP	0	3	6
CE-172	Skyhawk	24	282	457
CE-180	Skywagon	0	1	9
CE-182	Skylane	0	127	200
CE-182	Turbo Skylane	24	36	47
CE-182RG	Skylane RG	3	58	73
CE-182RG	Turbo Skylane RG	0	18	34
CE-185	Skywagon	2	57	86
CE-188	AGhusky	3	32	52
CE-188	AGtruck	2	27	34
CE-U206	Stationair 6	7	98	148
CE-TU206	Turbo Stationair 6	5	62	104
CE-208	Stationair 8	2	20	25
CE-TU208	Turbo Stationair 8	0	10	11
CE-210	Centurion	4	55	74
CE-T210	Turbo Centurion	11	94	164
CE-P210	Pressurized Centurion	4	37	59
• Multi-Engine				
CE-303	Crusader	6	113	144
CE-310		0	1	2
CE-T310		0	0	2
CE-335		0	2	3
CE-340		2	22	29
CE-402		0*	23	40
CE-404	Titan	3	22	26
CE-414	Chancellor	0*	23	40
CE-421	Golden Eagle	3	16	34
CE-425	Corsair	0	25	54
CE-441	Conquest	3	32	55
CE-500	Citation I	0	18	36
CE-550	Citation II	9	75	107
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		4	41	50
CE-FA152	Aerobat	1	4	4
CE-F172	Skyhawk	12	55	59
CE-FR172	Hawk XP	0	5	5
CE-F182	Reims Skylane	0	0	0
CE-F182RG	Reims Skylane RG	0	0	0
Total		160	1,808	2,734
Manufacturers net billing - $38,158,013				

		Sept. 82	Cal. Year	Fisc.† Year
AVIONS MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	8	12
AD-My.20	Falcon	0	5	10
AD-My.50	Falcon	3	30	38
Total		3	43	60
EMBRAER				
• Single-Engine				
EMB-200		0	17	20
EMB-201	Ipanema	5	6	6
EMB-710	Carioca (PA-28-235 Dakota)	0	9	13
EMB-711	Corisco (PA-28RT-201 Arrow)	0	24	25
EMB-712	Tupi (PA-28-181 Archer II)	0	9	12
EMB-720	Minuano (PA-32-310 Saratoga)	0	9	11
EMB-721	Sertanejo (PA-32R-301 Saratoga)	0	12	14
• Multi-Engine				
EMB-110		1	27	49
EMB-121	Xingu	1	7	9
EMB-810	Seneca II	4	27	34
EMB-820	Chieftain	0	1	3
Total		11	148	196
ENSTROM$				
• Helicopter				
F28F		*	*	2
F28C-II		*	*	0
280C		*	*	0
280F		*	*	1
Total		*	*	3
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Metro III		0	16	37
Merlin III-C		0	4	13
Merlin IV-C		1	10	16
Total		1	30	66
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	4	11
LR-35A		3	30	58
LR-55		4	37	46
Total		7	71	115
GULFSTREAM-AMERICAN				
• Single-Engine				
GR-164	Agcat	0	5	9
• Multi-Engine				
G-47	Cougar	0	0	1
GR-1159A	Gulfstream III	4	19	29
AE-900	Commander 900	1	8	18
AE-840	Turbo Commander	0	8	18
AE-980		1	1	3
AE-1000		2	21	39
Total		8	62	117
Manufacturers net billing - $44,393,000				
(Exports: 1 1000 to Venezuela and Colombia				
1 Gulfstream III to Saudi Arabia)				
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind	*	18	27
Total		*	18	27
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200	Buccaneer	2	15	25
Total		2	15	25
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		0	0	2
M-5-235C	Lunar Rocket	0	4	4
M-6-235		0	26	31
Total		0	30	37
MITSUBISHI				
• Multi-Engine				
Solitaire		0	4	8
Marquise		2	8	16
Diamond		6	9	9
Total		8	21	33
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	3	75	110
M-20K	231	7	62	99
Total		10	137	209
(Exports: 1 231 to South Africa and Australia)				

Cessna deliveries for the 402 and 414 have been adjusted to reflect two aircraft sold to independent distributors which were later purchased by Cessna.

		Sept. 82	Cal. Year	Fisc.† Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-18-150	Super Cub	4	21	24
PA-28-161	Warrior	5	86	144
PA-28-181	Archer II	14	86	123
PA-28RT-201	Arrow IV	0	13	25
PA-28RT-201T	Arrow IV	5	59	85
PA-28-236	Dakota	1	23	41
PA-32-301	Saratoga	2	26	42
PA-32-301T	Turbo Saratoga	0	20	26
PA-32R-301	Saratoga SP	0	26	53
PA-32R-301T	Turbo Saratoga SP	3	34	63
PA-36-375	Pawnee Brave	6	8	18
PA-38-112	Tomahawk	4	67	118
• Multi-Engine				
PA-23-250	Aztec	0	0	13
PA-31-310	Navajo	0	8	14
PA-31-325	Navajo C/R	2	17	24
PA-31-350	Chieftain	2	45	88
PA-31T-501T	Cheyenne I	1	8	9
PA-31T-620	Cheyenne II	1	7	10
PA-31T2-620	Cheyenne II XL	2	19	29
PA-42-720	Cheyenne III	0	12	20
PA-34-200T	Seneca II	0	0	1
PA-34-220T	Seneca III	14	134	209
PA-44-180	Seminole	0	3	3
PA-44-180T	Seminole	1	10	15
PA-600A	Aerostar	0	1	3
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	1	1
PA-602P	Aerostar	2	31	31
PA-T1020		0	5	7
PA-31-T3	T1040	1	5	5
Total		70	776	1,245
	Manufacturers net billing - $11,166,000			
ROCKWELL INTERNATIONAL				
• Multi-Engine				
NA-65 Sabreliner		0	2	4
Total		0	2	4
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7 Skyvan		0	1	1
SD-3-30		0	11	14
Total		0	12	15

† Based on Oct. 1-Sept. 30 fiscal year
* Data not available from manufacturer

UNIT SHIPMENTS COMPARATIVE TREND: 20 MANUFACTURERS

	September			Cal. Year to Date			Fisc. Year to Date		
	1982	1981	1980	1982	1981	1980	1982	1981	1980
Beech	37	102	138	426	964	1,063	704	1,295	1,412
Bellanca	-	-	3	-	-	97	-	-	185
British Aerospace	1	3	3	21	24	27	31	35	36
Britten-Norman	*	7	2	*	25	25	*	39	42
Cessna	160	529	527	1,808	3,754	4,828	2,374	5,331	6,939
Dassault	3	8	0	43	65	38	60	87	49
Embraer	11(7)	11(7)	40(7)	148(57)	155(60)	276(62)	196(84)	275(94)	459(104)
Enstrom$	8	1	5	*	39	36	3	51	36
Fairchild	1	7	9	30	49	63	66	78	85
Gates	7	13	10	71	94	82	115	132	115
Gulfstream	8	14	4	65	251	96	199	341	147
Israel	*	*	3	18	28	25	27	38	29
Lake	2	3	6	15	43	63	25	59	91
Lockheed	-	-	0	-	-	4	-	-	5
Maule	0	5	4	30	37	50	37	57	63
Mitsubishi	8	6	9	21	31	44	33	42	63
Mooney	10	33	29	137	262	258	209	336	361
Piper	70	228	277	776	2,026	2,330	1,245	2,650	3,232
Rockwell	0	4	20	2	38	116	4	47	158
Short	0	1	0	12	12	25	15	17	26
TOTALS	322	971	1,056	3,537	7,802	9,332	5,231	10,729	13,178

Parentheses show actual Embraer deliveries, not including aircraft kits.
$ Enstrom figures reflect only deliveries before 1982
* Figures are not available from the manufacturer.
Fiscal Year: Oct. 1 through Sept. 30.